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NOVEMBER 18, 1909

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FOOLISHNESS



THE ARTIST—"It's no good making
 that noise, my good fellow. As I told you
 just now, being a landscape painter, I
 don't want models."



THE BOY—" 'Ere's the eggs you or-
 dered for the puddin', ma'am."
THE COOK—"Thank you; just lay
 them on the table, please."
THE BOY—"Excuse me, ma'am, I
 ain't a hen; I'm the grocer's boy."



"These 'ere flying machines and wire-
 less telegrams—wonderful, ain't it,
 Mike?"
" 'Tis that. Ah, Tim, afore we're
 old men we shall be able to travel round
 the world without leavin' 'ome."



WIFE—"Now, see 'ere, Jim; if yer
 don't provide fer me better I shall quit
 —so I warns yer."
HUSBAND—"Provide better? Well, I
 like that. Why, ain't I got yer three
 good jobs o' work this last month?"

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No. 2828

The Twin Cities of the Great Northwest.

A PECULIAR distinction attaches to St. Paul and Minneapolis. No two other cities of a size equal to either of these have ever grown up within such a short distance of each other. In riding on the street-cars from one to the other, they appear to belong to the same business community. The talk about a merger of the two cities is not heard quite so often now as it was a few years ago, but the average intelligent outsider believes that they will ultimately coalesce, as Allegheny and Pittsburgh have done in recent times. But the disparity in population between the two Pennsylvania cities was far greater than it is between the Minnesota twins. The country often hears the names of St. Louis and Boston, of Buffalo and Cleveland, and of Detroit and Milwaukee coupled with each other on account of an approximate equality in dimensions, though they are in different States. Still oftener has the country heard the names of Cleveland and Cincinnati, Hartford and New Haven, Newark and Jersey City, Seattle and Tacoma, Albany and Troy, Houston and Galveston, Dallas and Fort Worth, which are in the same States, placed in juxtaposition. But whenever the Twin Cities are mentioned in any newspaper anywhere in the country, the reader knows that Minneapolis and St. Paul are meant.

But the similarity between these two cities is superficial only. Though in the same State, and only a few miles away from each other, each has an individuality of its own which differentiates it in a marked degree from the other. St. Paul, the State capital, is the older and more conservative. Like its neighbor, it is an important business center, but it has less bustle, though it is very far from being deficient in push and enterprise. Minneapolis is one of the great railway centers of the country. Though it has less interest than St. Paul in projects for the deepening of the Mississippi, it would, like St. Paul, be benefited by that policy.

All along the northern tier of States west of the Mississippi the country is growing with great rapidity, and Minnesota's two big cities share in the expansion. In the count of inhabitants in 1910 each will stand high on the roll of the country's cities. The United States has more cities of over a million population than any other country in the world. In this category England has London, France has Paris, Germany has Berlin, Austria has Vienna, Argentina has Buenos Aires, Russia has St. Petersburg and Moscow, Japan has Tokio and Osaka, and China has Peking and Canton. The United States has three cities which are over the one-million mark—New York, Chicago, and Philadelphia. It will have a fourth city of this class when, a few years hence, Minneapolis and St. Paul remove the little barrier which separates them and come into one municipality.

House-cleaning in New York City.

THE WHOLE country was interested in the outcome of the terrific fight made by the friends of municipal reform in New York City to redeem it at the recent election from the control of Tammany Hall. The election of Judge Gaynor to the mayoralty was the only advantage Tammany gained, and it remains to be seen whether this will prove to be an advantage, for the judge, in spite of what was said against him during the canvass, has a pretty fair record as an independent. The vitally important board of estimate and apportionment and the influential presidents of the various boroughs of greater New York will all be taken from the clutches of Tammany on January 1st. Perhaps as important as anything else, an upright, conscientious and faithful district-attorney is assured by the election of Charles S. Whitman to that important place.

The manner in which the people disposed of some of the most disreputable nominations that Tammany Hall has ever made for such important places as sheriff, judges of the city courts and other places shows that a sense of civic pride still prevails. The election of such upright men as ex-Senator Alfred R. Page, Nathan Bijur and Edward J. Gavegan as justices of the Supreme Court is especially a matter for congratulation. We deeply regret that the victory of the fusion forces could not have been further signaled by the election of such a superb campaigner as Otto T. Bannard to the office of mayor. Had the canvass been prolonged a week he would have achieved a victory. Manly, clean, straightforward, earnest and sincere, he made a wonderful canvass and left an impression on the people of the city of which he may well be proud. He entered the canvass almost unknown and came out of it recognized on every side as one of the most forceful candidates ever named for public office in our greatest city.

If the New York Press, which did so much for Judge Gaynor's election, is right in its statement that he has set his heart on one thing, and that is to stop the waste in the city departments, saving public money by efficiency of administration and giving the

city a dollar's value for every dollar expended, the new mayor is inspired with a proper sense of his duty and will give to the city an administration it has long needed. A mayor with backbone, determination, independence and ability can give us a cleaner, better and greater New York at from half to three-quarters of the cost of the present extravagant administration.

Atlantic Ports Losing Ground.

FOR THE year 1908 the exports from the ports on the Gulf of Mexico increased a hundred and twelve per cent. as compared with 1899, while the gain from the ports on the Atlantic coast was only twelve per cent. In imports the ocean gateways on the Gulf do not figure so prominently as they do in exports, but their expansion in the decade was proportionately many times as great as that which the Atlantic seaboard scored. Nearness to the grain, meat and cotton producing regions and improved terminal facilities are the chief reasons why the ports on the Gulf are making such large gains in shipments as compared with those of the Atlantic coast. Several north and south lines of railway have been built in the Mississippi valley in the past ten years. From the wheat and corn fields of the upper tier of States between the Alleghenies and the Rocky Mountains to New Orleans and Galveston there are easy grades, while for the east and west lines reaching New York, Boston, Philadelphia and Baltimore there is a mountain range to cross, except in the case of the New York Central, which skirts the northern end of that range. Galveston, which has made the largest growth of any of the Gulf ports in the decade, is the world's most important shipping point for cotton.

In the amount of their traffic the Eastern ports are all growing, but their increase, from year to year, is imperceptible compared with that of the big shipping points on the Southern sea. Neither in the aggregate of exports nor of imports is New York's leadership likely to be disturbed during the lifetime of anybody who reads these lines, but it must bestir itself if it is to maintain its ascendancy. It must have more, larger and cheaper piers. It must reduce its wharfage and lighterage charges. Boston, Philadelphia and Baltimore are impeded in these particulars also, though not to the extent of New York, in which land and labor cost more than at any other port in the world. Moreover, a serious rival to New York is rising to the northward. By the waterway shortcuts through Canada, Montreal is taking much of the grain, meats and other exports which, under former conditions, sought their ocean outlet at the mouth of the Hudson.

Some of the physical advantages of the Gulf ports, particularly nearness to the producing fields and the easier grades for the railroads on the north and south lines through the Mississippi valley, will be retained. These will be increased if Mississippi, Missouri and Ohio river improvement comes. Moreover, the completion of the Panama Canal, which is booked to take place in 1914 or 1915, will also work in favor of the Gulf ports. The reasons why the business exchanges and organizations of New York should get together and outline plans for the broadening and cheapening of port facilities are many and imperative.

A Job for the Trust-busters.

THE TRUST-BUSTERS must get busy down in Georgia. If there are any necessities of life in general use by the common people, they are found in the cotton schedule. Every family uses cotton goods, thread, sheets, table cloths, and calicoes, therefore, it would seem as if all the trust-busters and tariff reformers would vigorously oppose every attempt to increase the cost of cotton goods. Yet a recent dispatch from Macon, Ga., announces that, at the convention of the Georgia branch of the National Farmers' Union, the enormous sum of \$5,000,000 was pledged to keep up the price of cotton! The money has been loaned to the farmers by the Georgia banks to enable the farmers to warehouse their cotton and hold it with an expectation that they will get twenty cents a pound for it before Christmas. Talk about the tariff on cotton goods raising the prices of the necessities of life! What shall we think about an organization of farmers to put the price of cotton to the highest figures of our time? But the farmer needs the money, so who can blame him? It is a curious fact that, while cotton and cotton goods are being so rapidly advanced, we hear no complaints of the prices of sugar, coal, iron, oil and other necessities said to be produced by monopolistic trusts. It is high time for a restoration of reason and a reign of common sense.

The Plain Truth.

WE RECENTLY praised the old-fashioned cooking of the South, and we have been rebuked by Brother Hemphill, the brilliant editor of the Charleston News and Courier. The fact that he still defends

"a good dish of Southern hominy" reconciles us to his castigation. We appeal from Hemphill, of Charleston, to Howell, of Atlanta. These sectional lines must be broken down.

COERCION cannot be countenanced, even when the victim is a candidate for office. Judge Gaynor as a mayoralty candidate received, through the mail, tickets to an entertainment. The price not forthcoming, a dunning letter followed. In returning the tickets, the candidate took occasion not only to comment on the indelicacy of such a method of solicitation, but also to remind his correspondent that solicitation of candidates either for money or to purchase tickets for entertainments, fairs, etc., is a statutory misdemeanor. The law is a good one, but the whole custom is bad, and is equally reprehensible when the person besieged happens to be not a candidate for an elective office, but any one prominent in business or professional life. On every hand people are being embarrassed by similar demands. Such "hold-ups" take a mean advantage of a man's position, and even though usually for good and charitable objects, the method cannot be too soon abolished.

A RELIGIOUS service at a New York theater at the close of a performance gives point to the old advice that if people will not go to church, the church should go to them. The movement for these meetings was started by a letter addressed to various theatrical managers from the Rev. Charles Stelzle, of the church and labor department of the Presbyterian Church. The response being favorable, a list of speakers was secured. The first meeting was held at the close of a matinee performance in the American Music Hall, and Rev. Wilton Merle Smith, D.D., of the Central Presbyterian Church, was the speaker. Dr. Smith spoke to the audience of two hundred or more actors and employees of the theater just as he would to any other company of men and women, and this attitude of the speaker and the good sense of his remarks made the service very effective. We commend the progressiveness of the Presbyterian Church in adapting its methods to present-day needs. It is good business sense and good religion, too.

IF ANYBODY had said forty years ago, at the close of the Civil War, that a Republican President would ever refer to Jefferson Davis as "a great hero," he would have been hamstrung as a pernicious prophet. In his midnight speech at Jackson, Miss., recently, President Taft, in his plea for a unified country and an obliteration of all sectional feeling, said, "One of your great heroes of Mississippi is Jefferson Davis, and I am glad that the administration at Washington has wiped out the extreme partisan bitterness of Cabin John Bridge and that his name is restored there as Secretary of War." This referred to the recent restoration of Mr. Davis's name to the bridge at Washington from which it had been obliterated by order, it is claimed, of Secretary of War Stanton. President Taft's eventful trip has been productive of many good results, but perhaps the best is the proof it has offered to the people that the bitter sectional differences stirred up by the Civil War no longer exist and that the words North and South are forever hereafter to have only geographical significance.

NO MATTER what may be said or thought about Mr. Hearst, and no matter what Mr. Hearst may have said or done in the past, he was an inspiring and almost a decisive factor in the crushing defeat of Tammany Hall in New York's municipal campaign. The Republican candidate, Mr. Bannard, with characteristic frankness and manliness, said immediately after the election, "We owe much to Mr. Hearst. Very great credit is due him for helping to secure the election of the fusion ticket." While Mr. Hearst was a candidate for the mayoralty by the nomination of the Civic Alliance, that organization indorsed the anti-Tammany fusion ticket headed by Mr. Bannard, the Republican candidate. This combined the Bannard and Hearst vote on the entire fusion ticket excepting its head, and that united support carried it through by a splendid majority. As a result, despite the election of Tammany's Mayor, the people secure an economical and businesslike administration of the affairs of our great city. Mr. Hearst was opposed to Tammany Hall. He accepted the nomination of the Civic Alliance not because he sought the mayoralty, but because he was determined to help to crush the grafting, despotic and undemocratic organization calling itself Tammany Hall. District-Attorney-Elect Whitman very properly said, immediately after election, "Mr. Hearst has saved the situation, and the friends of good government cannot fail to appreciate the invaluable service which he has rendered our entire people." We agree also with the comment of Borough President-Elect of Manhattan George McAneny that Mr. Hearst "has given an example of fine public service." This much, at least, deserves to be said.

Pictorial Bulletin of Recent Noteworthy Events



SOME OF AMERICA'S RICHEST MEN IN THE SOUTHERN MOUNTAINS.

Northern capitalists who are building the new Carolina, Clinchfield and Ohio Railroad, ready for an inspection tour through the hills. The railroad is being constructed to develop coal lands of southwest Virginia and eastern Kentucky. It extends 225 miles and is estimated to have cost about \$60,000,000. Counting from left to right the following men can be recognized: George L. Carter. 4, J. R. Dennis. 6, Norman B. Read. 7, Thomas F. Ryan. 8, James A. Blair.—C. J. Harkrader.



THE FIRST WOMAN TO TRY FOR THE LAHM BALLOON CUP.

Miss Julia Hoerner and John Berry, pilot, who won the National Balloon Race at Indianapolis, Ind., ready to step into the balloon.—William Burton.



A FATAL RAILROAD CATASTROPHE.

Wreck of a Pennsylvania Railroad train on November 6th, on the Jersey City Terminal Viaduct. Four persons were killed and thirty passengers were injured, when an accommodation train, flung into a switch by a broken rail, side-swiped a light engine and tender on the next track. The rigidity of the new steel Pennsylvania cars prevented a much greater loss of life.



A RUNAWAY STREET CAR AT DES MOINES, IOWA.

In a recent street railway accident an electric car became uncontrollable and dashed down a long, steep hill. One man was killed and sixty-seven persons were injured. The car after making a frantic run of several blocks finally smashed into a telegraph pole and turned completely over on its side. Quick action by the local hospital ambulances prevented the fatality list from being longer.—B. B. Dewey.



ON THE LEVEE.

President Taft with one of his Southern reception committees passing through a lane lined with bales of cotton, to meet his automobile.



LUNCHEON ON THE LARGEST FLOATING DRYDOCK IN THE WORLD.

Five thousand members of the Deep Waterways Convention which the President attended in New Orleans, La.—Coquille.



COMING DOWN THE MISSISSIPPI.

President Taft on his way to New Orleans. At the President's left Mayor Behrman of New Orleans. Right, Professor Cortier.—Tennison.



SIGHT-SEEING.

Mayor Behrman of New Orleans explaining points of interest along the Mississippi River.—Tennison.

People Talked About

A FEW weeks ago a distinguished visitor from Germany, Bernhard Dernburg, Imperial Secretary for the colonies, arrived in this country without attracting much attention in the press, and after a month's sojourn slipped back quietly to the fatherland. Mr. Dernburg, who may boast of a very remarkable career, having been called into the imperial cabinet from the management of a great banking institution, came to the United States for the purpose of studying cotton culture in the Southern States. Since he assumed the control of Germany's colonial affairs three years ago, his aims have been twofold—to make those African dependencies self-sustaining and to provide the German manufacturers with raw material from the empire's own possessions, instead of leaving them dependent on foreign supplies. He has been so far successful that the crop showed an increase from a hundred and sixty-five thousand bales in 1906 to two hundred and eighty-five thousand bales in 1908, the latter figure being a little more than a tenth of the annual consumption of cotton in Germany. The greatest difficulty confronting him was the labor problem—the transformation of the ignorant and lazy negro into an industrious and thrifty laborer. During his recent trip he devoted himself especially to this phase of the cotton problem. He observed the practices of handling negroes on Southern plantations, and visited the Tuskegee Institute to ascertain the most advanced methods of negro education. Having gathered a valuable store of information, he has now returned to Berlin to test his American experience in the African colonies.



BERNHARD DERNBURG,
The noted German
Colonial Minister who has
been studying our
institutions.
Lundt.

CAPTAIN INMAN SEALBY is a college freshman at fifty. Sealby? Why, you remember the sinking of the steamship *Republic* last January. It was like this. On January 22d, in the dead of night, the White Star liner *Republic* was rammed by the Italian steamer *Florida*. The passengers were taken safely off the *Republic* by the *Florida*. All the time the ship was sinking rapidly. Captain Sealby refused to leave—he would stay till the end. And he did. Hours after, another steamer came along and got him. Now he has entered the Law School of the University of Michigan as a freshman. That move was a direct outcome of the *Republic* episode. The litigation to determine the responsibility for the collision, which has been going on ever since the accident, turned his attention to admiralty law and its opportunities. He thinks that now he will leave the sea for good and all, to be an expert on admiralty litigation. "I want to be treated like any other freshman," he said, at Michigan, when some hazers looked askance at him. "If there is any ducking of freshmen done, I want my share."



CAPTAIN I. SEALBY,
The hero of the *Republic*
disaster, who is a
college freshman at
fifty.

THE IRONY of fate stung William D. Engel, of Butte, Neb., as it has stung few men during the many years in which the United States government has been giving away the public domain. Out of eighty-one thousand persons who registered for lands in the Cheyenne River and Standing Rock Indian reservations of South Dakota, Engel's name was drawn out as No. 1 in the lottery at Aberdeen. Such luck would normally have been worth to him perhaps twenty thousand dollars. But his lack of faith in "luck" coming his way cost him the right to take advantage of his good fortune, for three days prior to the drawing Engel had gone to Gregory, S. Dak., and had filed on a quarter section of unentered government land in Tripp County, four miles from Roseland. This act exhausted his homestead rights and took from him the right to file again. So his luck in drawing claim No. 1 in the Aberdeen lottery was no luck at all, as it turned out. Engel spent fifty dollars to go to Pierre, S. Dak., to register for a chance in the lottery, and kicked himself from that time on until the drawing for spending the money so foolishly. He had so little confidence in his chances that he deliberately threw away his right to take a claim, even if he should draw one, just three days before his name was drawn out as No. 1. Engel is twenty-nine years old, a native of Germany and unmarried. Now that it has been determined that he cannot file, the first choice of the lands will fall to a



WILLIAM D. ENGEL,
Whose lack of faith in
"luck" lost him a
fortune.
Huse.

negro, Calvin Bowry, of Bismarck, N. Dak., who drew No. 2. Engel registered on the thirteenth of the month, and thinks that may have had something to do with things.

THE LADIES of Arizona seem to have gotten jealous of Oklahoma. Some time ago Oklahoma made a woman—Kate Barnard, it was—State commissioner of charities and corrections, thereby setting a precedent for women as salaried State officers. Arizona has made Miss Sharlot H. Hall official territorial historian. There is another precedent. There never before was a woman in the position of a salaried territorial officer. Governor Sloan has made no mistake either, the women of Arizona say; somehow, the men agree perfectly. Miss Hall is still under forty. Through her writings she has been long before the public. She was born in Lincoln County, Kansas. In her early girlhood her family started overland by team for Arizona, crossing the Rockies in the dead of winter and spending Christmas on the summit. In Arizona she came to know most of the pioneers, and she has learned their interesting life stories. She has taken a great interest in the Indians of the Southwest and has gathered a wealth of historical information. Miss Hall is well known to the magazine reading public through her charming verse. She has been living in the town of Dewey, Ariz., but her official residence will hereafter be at Phoenix.



SHARLOT H. HALL,
The only woman who is a salaried
territorial officer.
Bates Studio.

HERBERT GLADSTONE, son of the Grand Old Man of English politics, will accept the peerage which his father consistently refused. It is stated authoritatively that Herbert Gladstone has been selected for the post of first governor-general of the Union of South Africa, and he will receive a barony before his appointment.

JAMES A. STORY, almost ninety years old, is the oldest chauffeur in the United States. He recently took out three other men over eighty for a ride in his automobile. The combined ages of these men is three hundred and forty-seven years, the average being about eighty-six years and nine months. This select company toured about in fine style, and the lads seemed to enjoy it.

THE SOCIAL world was recently treated to another surprise. Colonel John Jacob Astor and



MR. AND MRS. JOHN JACOB ASTOR,
The noted society leaders who have
agreed to break the marital
ties.—Maude Ogan.

Mrs. Astor have agreed to disagree. That is, they are going to get a divorce. What the grounds are is neither here nor there. But the doings of the Astors are a bit of contemporary history. Mrs. Astor is known the world over as one of America's most beautiful social queens. King Edward has been her guest at her London home. She moves in aristocratic circles abroad. But with all her social honors she has found time to devote her truest efforts to the care of her own home and of her children. Colonel Astor has made some notable achievements. He is the grandson of John Jacob Astor 1st, the first famous man of that family. Born at Rhinebeck, N. Y., in 1864, he was graduated with honors from Harvard in 1888, three years before his marriage to Alva L. Willing, who is suing him for divorce. In 1893 he took charge of the vast estates belonging to the family, the mismanagement of which would seriously affect the city of New York itself. Appointed to the staff of Governor Levi P. Morton, with the rank of colonel, he received in 1898 the commission of lieutenant-colonel of United States Volunteers. He served through the Spanish-American War. At his own expense he organized a mountain battery costing over a hundred thousand dollars. He has made several notable inventions and has written a number of books. The corporations in which he is interested have a capitalization of over two hundred million dollars. In 1897 he helped build the Waldorf-Astoria Hotel, in New York.

THE IDEA that prisons are primarily houses of correction rather than dark dungeons of punishment is credited to the last part of the nineteenth century. It is the young men of the twentieth century who are putting this idea to practical purposes. A clean, modern prison resembles a splendid municipal school-house rather than the musty jails of former times. Among the prominent civic workers who are lending their energy to modernizing the country's prisons is a well-known young sheriff, A. J. Hirstius, of Cuyahoga County, Ohio. The city of Cleveland comprises the greater part of this county, and it has been in this municipality's jails that Sheriff Hirstius has done some of his most commendable work. The sheriff enjoys the distinction of being the youngest man ever elected to this important office in the history of his county. Besides inaugurating many reforms in the handling and feeding of prisoners, he is now engaged in creating sentiment for the erection of a new county jail, so that his prisoners may be dealt with along the most modern humanitarian and educational lines. During his first term he originated a comprehensive scheme for playgrounds for the children in the congested district which he represented. His triumphs in the political life of Cleveland are due entirely to his tireless endeavor for the city's poor, his unalterable honesty in the administration of his office and the great charm of his personality. Sheriff Hirstius is a Republican in a section where Democratic sympathy is pronounced. He has won the commendation of the people at large, regardless of party, and a very bright future is prophesied for him.



A. J. HIRSTIUS,
The youngest sheriff of
the largest county
in Ohio.

THE North Pole is rather a surprising place for a son of the tropics. Like turning the globe upside down, isn't it? When Peary went into the north, to "nail the United States flag to the Pole," as he put it, he took Matt Henson with him. Henson, you know, was Peary's servant, a negro who is said to be a remarkably intelligent man. He has been with Peary for a great many years now; accompanied him on previous expeditions, guarding the explorer's belongings with jealous care. He was in at the death, too. Went right to the very spot where latitude is ninety and longitude is any old thing you please. When he came back he was a greater man than Jack Johnson. He gave a lecture in the great New York Hippodrome. It was packed to the doors. The negroes of the country, proud of their own colored explorer, turned out in full force. A committee of two hundred of the wealthiest and best-known negroes of New York gave him a huge banquet. He has spoken in churches and lyceums, and his lectures are clear, concise statements of the ventures that were attendant on a stupendous and dangerous undertaking.



MATT HENSON,
The negro who went
with Peary to the
Pole.
Sears.

THERE are few people in America who have not heard that popular religious hymn, "Whiter Than Snow." Of all the hundreds of thousands who sing it each Sunday morning or evening, few could name its author. It was written by Eden R. Latta, of Osterdock, Ia. Besides this noted song, he has written some sixteen hundred, words and music, and he has revised hundreds of others. He holds the record of being the most prolific hymn writer in the world. Although he is past the proverbial "threescore years and ten" of age, he still continues to write compositions of high merit. Mr. Latta was born March 24th, 1839, in that beautiful region of Noble County, Ind., known as "The Haw Patch." He began writing verse at an early age. "Whiter Than Snow" was one of his first productions. It has been copied and recopied in thousands of hymnals the world over, and has been translated into many languages for the use of missionaries in foreign lands.



EDEN R. LATTA,
A song writer who has
composed 1,600 well-
known hymns.
Robb.

DR. JOHN MORGAN, of Boston, who has sold for seven million five hundred thousand dollars part of his copper mine holdings in the island of Jamaica, has determined that his brother, Dr. E. B. Morgan, who is in moderate circumstances in Paterson, N. J., shall be a sharer in his good fortune. The Boston man has offered his brother a million dollars, which the Patersonian has accepted. Dr. E. R. Morgan says he will retire from practice.

Interesting Side Lights on the World's Work



DR. CHARLES WARDWELL STILES,
Who in December, 1902, at Washington, D. C., announced that the emaciated condition of the poor whites in the South was a specific disease due to the hook-worm.—Harris & Ewing.



Upper: Family of poor whites in the Southern mountains all of whom were found infected with the hook-worm disease. Lower: The hook-worm under a powerful microscope.

Photographs copyrighted, 1909, by S. S. McClure Company, New York.



JOHN D. ROCKEFELLER,
Whose gift of \$1,000,000 to fight the hook-worm disease in the South has delighted scientists and educators.
Copyright, 1905, by George M. Edmonson Co.



HON. ARAM J. POTHIER (REP.)
Re-elected Governor of Rhode Island.



HON. EBEN S. DRAPER (REP.)
Re-elected Governor of Massachusetts.
Copyright, 1907, by Chickering.



HON. WILLIAM HODGES MANN (DEM.)
The new Governor of Virginia.
Williams.

THE THREE NEWLY ELECTED GOVERNORS.



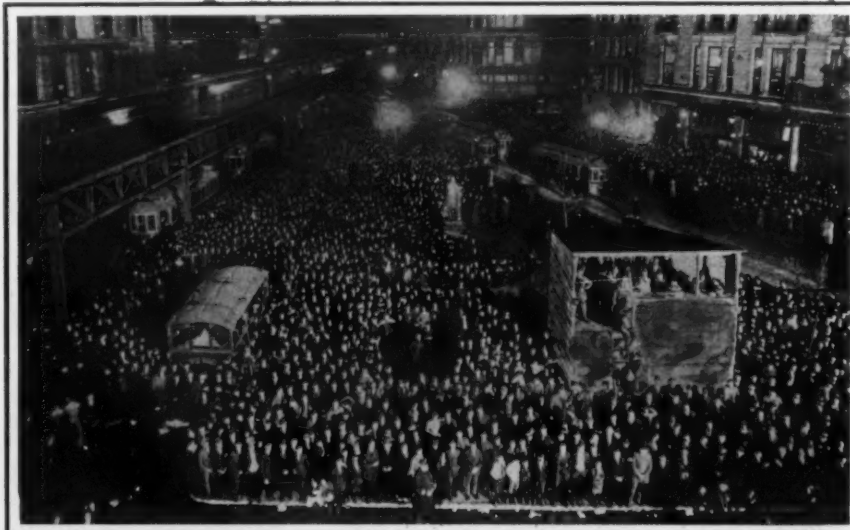
SPECTACULAR BURNING GAS GEYSER.

A wild gas well on fire in the Oil City (La.) oil and gas field. The roar can be heard for three miles and the light seen at night at a distance of thirty miles.

Photograph from A. P. Dyke, leading oil operator of Hope, Ark.



THE FIRST INSTALLMENT OF THE ROOSEVELT AFRICAN TROPHIES,
At the Smithsonian Institute, Washington, D. C.—Harris & Ewing.



THE CROWD THAT HELPED TO TWIST THE TIGER'S TAIL.

An election night gathering on Herald Square, New York, watching the returns.



UNCLE SAM'S GREAT LAND LOTTERY.

Little Josephine Burt selecting ticket No. 1, in the drawing for 10,000 farms in the Cheyenne River and Standing Rock Indian Reservation, held at Aberdeen, S. D. By a strange streak of fortune the winner of No. 1, William J. Engle, a young Western farm hand, threw away his opportunity three days before the drawing by selecting a homestead out of the remnants of a former land opening.—J. H. McKeever.



THREE MILLION DOLLARS CRUMBLING TO RUIN.

The Criminal Courts Building, New York City, which has been pronounced unsafe by the building authorities of the metropolis. The walls and floors have gradually cracked and sagged until the whole structure threatens to fall into the street, a complete ruin. The building was built under a Tammany administration on a site which was formerly an old pond. It was opened to the public in 1893 and cost more than \$3,000,000.—Blauvelt.

Governor Johnson's Last Tribute to Minnesota and the Nation

WE PRINT HEREWITH A POWERFUL AND INSPIRING NARRATION OF THE STRENGTH, BEAUTY AND PROGRESSIVENESS OF A GREAT WESTERN COMMONWEALTH, ALSO A SPLENDID APPEAL TO THE AMERICAN PEOPLE, WRITTEN ESPECIALLY BY THE LATE GOVERNOR JOHN A. JOHNSON, OF MINNESOTA, FOR THE TWIN CITIES NUMBER OF "LESLIE'S WEEKLY."

IT LACKS one year of an even half century since the memorable visit of Hon. William H. Seward to Minnesota, and his delivery, from the steps of Minnesota's first State capitol, September 18th, 1860, six weeks before the first election of Abraham Lincoln, of the historic address from which I quote the following paragraphs:

"I find myself now for the first time on the highlands in the center of the continent of North America, equi-distant from the waters of Hudson's Bay and the Gulf of Mexico—from the Atlantic Ocean to the ocean on which the sun sets—here on the spot where spring up almost side by side, and so near that they kiss each other, the two great rivers of the continent, the one of which pursues its strange, capricious, majestic, vivacious course through rapid and cascade, lake after lake, bay after bay, and river after river, till at last, after a course of twenty-five hundred miles, it brings your commerce into the ocean midway to the ports of Europe; and the other of which, meandering through woodland and prairie a like distance of twenty-five hundred miles, taking in tributary after tributary from the East and from the West, bringing together the waters of the western declivity of the Alleghenies and the torrents which roll down the eastern sides of the Rocky Mountains, finds the Atlantic in the Gulf of Mexico. Here is the central place where the agriculture of the richest regions of North America must begin its magnificent supplies to the whole world. On the East, all along the shore of Lake Superior, and on the West, stretching in one broad plain in a belt quite across the continent, is a country where State after State is yet to rise, and whence the productions for the support of human society in other crowded States must forever go forth. This is, then, a commanding field; but it is as commanding in regard to the commercial future, for power is not to reside permanently on the eastern slope of the Alleghany Mountains nor in the seaports of the Pacific. Seaports have always been controlled at last by the people of the interior. The people of the inland and the upland, those who inhabit the sources of the mighty waters, are they who supply all States with the materials of wealth and power. The seaports will be the mouths by which we shall communicate and correspond with Europe, but the power that shall speak and shall communicate and express the will of man on this continent is to be located in the Mississippi valley and at the sources of the Mississippi and St. Lawrence.

"In other days, studying perhaps what might have seemed to others a visionary subject, I have cast about for the future ultimate central seat of power of the North American people. I have looked at Quebec and at New Orleans, at Washington and at San Francisco, at Cincinnati and at St. Louis, and it has been the result of my best conjecture that the seat of power for North America would yet be found in the valley of Mexico, that the glories of the Aztec capital would be renewed, and that city would become ultimately the capital of the United States of America. But I have corrected that view, and I now believe that the last seat of power on this great continent will be found somewhere within a radius not very far from the very spot where I stand, at the head of navigation on the Mississippi River and on the great mediterranean lakes."

Seward's prophecy was delivered only two years after Minnesota's admission into the Union. The census of that year gave Minnesota 172,023 souls, which have since multiplied to close upon 2,500,000. Seward's party came into the State by stagecoach and steamboat, there being no railroad operating in Minnesota until the old St. Paul and Pacific was extended over to Minneapolis in 1862. To-day Minnesota's eighty-two hundred miles of operating main line exceed the aggregate railway mileage of the six New England States. The flour milling and lumber industries of Minnesota, soon to be the greatest in the Union, were then in their infancy. The great iron ore deposits, by far the greatest in the world, were not dreamed of until nearly a quarter of a century later. The vast timber, mineral, water-power and agricultural resources of the northern two-thirds of the State were an almost unexplored wilderness. The vast grain belt of the western half of the State was scarcely touched by the plow. Our State University, which, with its forty-five hundred students, its extensive campus covered with buildings and its rich heritage of lands and invested funds, ranks among the four largest in the United States, was not then born. Our State agricultural experiment station and sub-stations, with the agricultural college and farm school, which for equipment, attendance and practical achievements rank among the greatest on the globe, had no existence. Minnesota's public-school system, which is admitted by all educators to be one of the finest in America, articulating, as it does, the curriculum of the little red school-house in the country district, the graded village school, the high school, the normal, the agricultural college and farm school and the varied higher courses of the State University into one great public educational system, free to all, regardless of race, color and sex, and providing the most efficient and up-to-date educational advantages to nearly half a million

of Minnesota's sons and daughters, was in its pioneer infancy; and the vast public-school heritage of agricultural, timber and mineral lands and invested funds, the aggregate future income of which promises to-day to approximate \$150,000,000—the greatest



THE LATE GOVERNOR JOHN A. JOHNSON OF MINNESOTA. Whose stalwart statesmanship and unflinching honesty have made a lasting place for him in the hearts of Minnesota and of the nation.—Copyright 1908, by Harris & Ewing.

single school heritage in the world—was without form except in the dreams and plans of the hardy and progressive pioneers, who were patriotically determined that their sons and daughters should go out to fight the world's battles with a greater educational equipment than that which the fortunes of pioneer life vouchsafed to them.

In 1860 the freight rate on grain and flour from Chicago to New York was upward of three times the present rate from the Twin Cities, or Duluth-Superior, to London and Liverpool; and Minnesota, with no means of traffic communication between the farm and world markets except by farm wagon, barge and steamboat, on a small scale, was no factor in the commerce of the world. To-day there passes to and from Lake Superior through the Soo Canal a yearly freight volume of 60,000,000 tons, which is four times that which passes through the Suez Canal in the trade between Europe and the Orient; and the great bulk of this Lake Superior tonnage consists of the productions of the people of Minnesota. The thirty railroads which conduct a State and interstate traffic through Minnesota operate a total of 55,000 miles of main track, which is nearly double the aggregate railway mileage of the United States in 1860; and the Minnesota mileage proportion of the total improvements of these railroads represents an investment of \$450,000,000, from which the companies derive gross earnings on Minnesota operation amounting to \$90,000,000 a year, on which they pay into the Minnesota State treasury a gross earnings tax of \$3,600,000. The freight earnings of these thirty railroads on Northwestern tonnage largely tributary to Minnesota to-day approximates \$350,000,000, which is about twenty per cent. of the total freight earnings of the United States; and nearly \$75,000,000 of this freight revenue is contributed by Minnesota producers and shippers.

The prophetic vision of Secretary Seward saw in Minnesota "the central place where the agriculture of the richest regions of North America must begin its magnificent supplies to the whole world." A half-century record of the internal and foreign commerce of the United States shows how amply this prediction has been fulfilled. For years Minneapolis has been both the greatest primary wheat market and the greatest wheat-milling center on the globe, and, with the strong co-operation of the Dakotas, Minnesota has been the leading source of American exports of bread-stuffs. Minnesota's wheat crop is estimated this year at upward of 80,000,000 bushels, and its product of coarse grains is expected to reach 200,000,000 bushels more. Minnesota, North and South Dakota raise four-fifths of the country's spring wheat, about 240,000,000 bushels, and a total grain crop which the government estimates this season at 700,000,000 bushels, which insures prosperity not only to the farms of the Northwest, but to the mills and factories, the railroads and elevators, the banks and jobbing houses, the retail stores and the homes, and is reflected East and West in the development from the Mississippi to the Pacific and in the com-

mercial and financial expansion of Atlantic coast business centers and the foreign trade.

Speaking of the foreign trade of the United States, I cannot forego this opportunity to call attention to the fact that the world record established by the United States in growth of domestic exports, the magnificent balance of trade which now averages about \$500,000,000 per annum, and the financial standing and gold imports based on these domestic exports and trade balance are to be credited chiefly to four industrial sources—the cotton of the South, the live-stock product of the Mississippi valley, the iron and copper output of the Lake Superior region and the Rockies, and the wheat and flour production of Minnesota and the Northwest. Without these four giant industrial factors to pour life, power and volume into the commerce, industry and finances of America, that splendid export volume would drop to less than half its present total, the greatest trade balance in the world would become a vast yearly deficit, and all the great financial genius of New York and Washington could not stop the loss and fill the gap in our national credit, gold stock and financial prosperity. And yet it is the great foreign commerce, based on the industries of the South and West, which our present national tariff policy, borrowed from barbaric custom, most hampers, cripples and taxes.

Great as are the cereal productions of Minnesota, however, estimated to be worth for this crop year \$200,000,000, the period has arrived when diversified agriculture holds the balance of power. The live-stock and dairy product of Minnesota this year, including bees and poultry, will exceed in value the \$200,000,000 credited to cereals. Then there is an immense hay and potato crop now raised in Minnesota, a strong market-gardening industry, a rapidly growing nursery and fruit product, and a considerable seed and floral business, which, added to the cereal and live-stock productions, swell the value of Minnesota's total agricultural product to upward of \$450,000,000. The ten thousand lakes and vast meadow acreage, supplemented by scientific dairy methods and the organization of that splendid industrial institution—the farmers' co-operative creamery—have made Minnesota a second Denmark in dairy fame. In fact, during the past twenty-five years, Minnesota has captured more national and international prize medals and banners for butter making than any other State or country on the globe, and, coupled with its achievements in bread-stuffs, has won the title of the great "Bread and Butter State."

Next after bread, iron holds place as the great staple which governs human progress; and Minnesota's three great iron ranges to-day produce, according to the latest statistical record, one-half the iron-ore output of America and one-fourth that of the world. Minnesota has already poured into the industries of America and into the commerce of the world a total of 210,000,000 tons of high-grade commercial ore, valued at \$700,000,000—a volume of wealth and of industrial life-blood which has been a powerful factor in the swift and general recuperation of the nation from the panic and depression of 1893-7. To-day the normal iron-ore product of the State may be placed at 30,000,000 tons, and yet 50,000,000 a year could readily be produced from the store of a billion or more tons surveyed, tested and "in sight," did the country's necessities demand. To-day the tourist traveler on the Great Lakes is never out of sight of the steel barges carrying Minnesota iron ore to the lower lake furnaces, and the Minnesota ore fleet is the greatest merchant navy which floats the American flag. Soon, however, with the erection of furnaces and rolling mills at Duluth, now in progress, one-half of this ore shipment will cease, and the barges which go ore and wheat laden to the lower lakes will return with cargoes of coal for the great iron and steel industry which is being developed on Minnesota soil, to employ Minnesota labor in supplying the world with iron's finished products.

This brief summary of Minnesota and its place in the national family, as inspired by the early eulogy of Mr. Seward, would not be complete were I to omit mention of the most vital point in his message, namely, that, of the three great free States whose admission into the Union he had lifted his voice in the national councils to effectuate, "Minnesota is the freest of them all."

Mr. Seward, inside of a year, saw the first volunteer regiment of the nation, which rose in response to the call of Lincoln, come from Minnesota; and he also saw that old First Minnesota dash gallantly to its death at Gettysburg in the brave and victorious effort to turn the tide of that crucial battlefield to success of the Union cause. In descendants of that ancient Germanic people, which two thousand years ago gave birth to democratic institutions in the forests on the Rhine and North Sea—to-day known as Germans, Swiss, Danes, Swedes, Norwegians, Icelanders, Austrians, Belgians and Dutch—Minnesota has the largest census proportion of any State in the Union. The cardinal characteristics of this race stock are industry and love of liberty, and Minnesota development is furrowed by, and founded upon, these racial ideas and activities. Seventy per cent. of

(Continued on page 482.)

The Milling Center of the World and the Problem of Cheap Bread

By W. C. Edgar, Editor of the "Northwestern Miller"

THE value of the annual flour output of Minneapolis is, in round numbers, sixty-five million dollars. Comparison with other milling centers is impracticable. The product of Minneapolis is greater than the combined output of the eleven next largest centers; it is five and a half times as great as that of the second city on the list.

The beginning of the flour industry of Minneapolis dates back to the days before the Civil War. The country was sparsely settled; there were a few farms along the Mississippi and Minnesota rivers, but the rest of the land was an unreclaimed wilderness. There was no adequate communication with the outside world, and any large industrial development was out of the question.

The close of the war marked a new era for Minnesota. The veterans, accustomed to the free, open-air life of the camp, turned eagerly to the vast unoccupied tracts of public lands that offered homes at nominal cost. Others, following their example, flocked in from the older-settled States, and soon the forests and prairies were dotted with farms. The next five years saw the agricultural conquest of the Northwest well under way.

Prominent in the milling industry of this early period were several names destined to be known throughout the world in this connection. Governor Cadwallader C. Washburn, Charles A. Pillsbury and George H. Christian were among the first to take advantage of the situation, as they subsequently became among the most prominent in the development of the industry.

The decennial period beginning with 1870 witnessed a great expansion of the milling industry. Railroads were opening up the country and farms were multiplying. In 1872 railroad connection with Chicago was established, thus insuring the marketing of the product. Other railway lines reached out to the grain fields of all parts of the State, and the increasing wheat yield was attracted to Minneapolis by the unrivaled water power of St. Anthony Falls.

It was during this period that William H. Dunwoody conceived the idea that Europe offered a market for the surplus product of Minneapolis mills that was worth developing. With the indorsement and co-operation of Governor Washburn, he went to England with his samples of spring wheat flour and his proposal to export. His reception was most discouraging, and for half a year he worked without seeming to make any headway. His faith in his flour and the confidence of Governor Washburn in Mr. Dunwoody and his mission triumphed in the end; from 1878 the export business was an important factor in the development of Minneapolis milling.

At the same time that improvements in agricultural machinery multiplied the efficiency of farm labor, improvements in milling methods revolutionized the quality of the flour. The introduction of steel rolls, supplanting the ancient millstones, resulted in a better ground and more even flour and an enormous increase in capacity; the removal of impurities by means of the middlings purifier produced a finer and purer flour than had been theretofore known. Spring wheat flour, which had been regarded with suspicion when not absolutely despised, became the consumer's favorite, and the Minneapolis brands grew to be a guarantee of quality, accepted throughout the world.

In 1901 there was an enormous wheat crop in the Northwest. By long years of arduous effort the millers had built up a large trade abroad, especially in Great Britain. In the contest, the British millers, relying for their raw material almost entirely upon foreign supplies, had been badly distanced and were hopelessly out of the race, yet were still stubbornly fighting and watchful for their opportunities. With characteristic British courage they doggedly refused to be beaten, but, nevertheless, their doom seemed certain.

The American millers contemplated the maturing of the great crop of 1901 with anticipations of satisfaction. They were assured of ample supplies of the raw material at a low price, and confidently expected to finish their commercial adversaries abroad and make their own supremacy permanent. For this they had fought a long, hard and absolutely fair fight against tremendous odds, and the final victory seemed imminent.

They had no idea of what was in store for them, that this great crop was to prove their undoing as exporting millers, to destroy their supremacy abroad by its very immensity, through the stupid treachery of American transportation lines. When the great crop was harvested, and before the American millers could secure much of it, the carriers suddenly and unexpectedly developed a suicidal mania, which in three months completely annihilated the trade of the American millers in Great Britain not only for that season, but for many long and weary years to follow.

Rates of freight on wheat from the Northwest to English and continental ports were reduced to nominal figures, and the product of the great fields was hurried past the doors of the American mills waiting to grind it, past the mouths of the hungry millions in this country who had a right to expect to be fed by it, and on, across the ocean, to glut the granaries of the British and continental mills, who received their wheat supplies at far less cost than the Minneapolis mills could deliver flour for.

The carriers maintained what was practically published tariff on flour, while cutting the rates on wheat to almost nothing. Cargoes of wheat went abroad that autumn as mere ballast, and it was grain of the very finest quality.

This was the opportunity which the foreign millers had long waited for, and they made haste to profit by it. They loaded to the limit with this wheat, and the carriers kept on throwing it upon them until they were glutted and surfeited with the finest product of America's fields.

Their profits during this season were enormous; they held a practical monopoly of the field, and the port mills of Great Britain were able, from the gains of this one year, to completely restore their lost prestige and establish themselves securely for many ensuing years, because with comparatively little of the splendid American wheat they could use a mixture of the low-grade Indian and other wheats and still produce an acceptable flour.

In vain the American millers protested to the carriers; in vain the *Northwestern Miller* appealed to them for a fair adjustment of rates, to enable the miller in this country to export his flour on a parity with the raw material being rushed out of the country. Until the wild scramble for wheat freights had spent itself, the carriers would not listen to reason or remonstrance.

The result of this one disastrous season left the millers of Minneapolis, and, indeed, of the whole country, in a position, as regarded the export trade, which was lamentable and from which they have never recovered.

As might have been expected, the crop began to diminish the following year and the output of Minneapolis to fall off, foreign trade was ruined and domestic trade slow to take up the surplus of flour.

There came about naturally a change in agricultural conditions incident to the greater development of the country; less area was given to wheat and more to diversified farming, in which there was greater profit. Added to this, the Department of Agriculture suddenly developed one of those fads for which it is celebrated, and it unfortunately took the direction of "improving" the Northwestern wheat crop.

Until this time the quality of the wheat grown in this section was the finest in the world and was eagerly sought by flour makers the world over. The Department of Agriculture conceived the brilliant notion of grafting upon this product a bastard wheat

which one of its alleged scientists had been at great pains to "discover" in Russia.

This had the usual merit of all inferior wheat plants—that of being easily raised; its yield to the acre was enormous, but its quality as a bread maker inferior.

The department dignified this bastard "goose wheat" as "Durum" and set about with all the energy of ignorance to encourage its growth in the Northwest. Its agents traveled among the farmers at government expense, encouraging the acreage of this wonderful "discovery"; hundreds of thousands of documents extolling its virtues were distributed by the department at public expense. To the protests of the millers and the *Northwestern Miller*, anxious to maintain the old high standard of spring wheats, the head of the department refused to listen.

Secretary Wilson became obsessed with the value of the department's "discovery" and stubbornly insisted upon using all his powerful influence to encourage its growth. It is no wonder, therefore, that the farmers enthusiastically followed the advice of Secretary Wilson. Not only was the total crop for several years materially reduced, but, until the bastard wheat had demonstrated its inferiority, increasing quantities were grown, and gradually more or less of it became mixed with the old standard grades, adding greatly to the handicap of the millers and doing nothing whatever to maintain the reputation of Northwestern flour.

Meantime, with a reduction of wheat area and the proportionate dwindling of the spring wheat crop, the increase of population in the United States began to overtake the supply of wheat. The phenomenon of the current year, when a successful Chicago speculator, taking advantage of the situation, succeeded in putting the price of wheat far above the normal and keeping it there, thereby increasing enormously the cost of bread to the people, shows how very close the nation came to the bottom of its bread box before the Almighty by His bountiful crops renewed it.

Even with the enormous wheat crop now being harvested in the Northwest, so low are the supplies in this country and so great the demand for bread, both here and abroad, that the result of the harvest will hardly do more than temporarily restore reserves to the normal.

The mills of Minneapolis are confronted with a problem beyond their power of solution. It is a problem which concerns not only their future, which involves the fate of invested millions, great and splendid plants and the employment of thousands of operatives and others directly or indirectly dependent upon the continued operation of these mills at their full capacity, but, what is more important, the price of bread to millions and millions of people in this country, to whom the cost of living is becoming more and more a pressing question.

This problem is—where will they get their supplies of wheat? American farmers, in the Northwest especially, have progressed beyond the stage where they are willing to raise cheap wheat for the market. They are not philanthropists. Stimulated by very high prices, as last year and this, they will, of course, temporarily increase the wheat acreage; but when, as a result, wheat prices fall below the high level, they will revert to some other crop which affords them a better return.

Meantime the population is increasing, and it must have bread. It is no longer a question of regaining the export trade; foreign countries must look to themselves more and more, and to us less. If we can secure some portion of the export trade that the carriers ruthlessly sacrificed by their suicidal policy in 1901, it will help the millers to keep their plants operating full time and thereby contribute to reduce the cost on the whole out-turn; but this is incidental. How are we to feed our own people?

You of the densely populated East want bread,

(Continued on page 504.)



GERMANIA LIFE BUILDING.
Home of the Commercial Club of St. Paul.
Copyright by T. W. Ingersoll.



ONE OF MINNEAPOLIS'S BEAUTIFUL THOROUGHFARES.
Park Avenue—City Hall tower in the distance.—Copyright by Sweet.



A PROMINENT SOCIAL CENTER.
The attractive home of the Minnesota Club of St. Paul.

The Great Lumber Industry of Minnesota

HOW THE TWIN CITIES HAVE BECOME THE CENTER OF DISTRIBUTION FOR THE PRODUCTS OF THE SAWMILLS IN THE PACIFIC NORTHWEST.

By J. Newton Nind

THE MANUFACTURE of lumber was the initial manufacturing industry in Minneapolis, and determined not only the location of the city, but largely the character of its population. The proximity of the forests of pine timber was the first factor, the Falls of St. Anthony the second, for the falls not only offered a kind of barrier to floating logs beyond where Minneapolis is now located, but also water power with which to drive the saws. The early lumbermen were less provident than those of this day; for it was then believed that the waste material, which in this day is universally used by the lumber manufacturer in the making of steam with which to propel the machinery in his mills, could best be thrown into the



J. NEWTON NIND,
A noted lumber authority of the great Northwest.—Koehn.

river, and the water of the river be made to provide the power. The power which is now used to drive the machinery in the flour mills was originally largely used to run the sawmills, which even as late as 1880 were located at the brow of the falls on both sides of the river. The early supply of logs for these mills was drawn from the banks of the Rum River, which enters the Mississippi at Anoka, only twenty miles above Minneapolis. The best pine of the upper Mississippi River district was found in this same region, within a hundred miles of Minneapolis. As the industry grew and the earlier sources of supply vanished, logs were brought from the head waters of the Mississippi and almost from the boundary line between Minnesota and Canada.

It was the opportunity offered in the timber resources of Minnesota that attracted the lumbermen from Maine and the New England States. The American-born pioneers of Minneapolis were, therefore, largely New Englanders. The men who came to engage in lumbering brought their neighbors and friends and relatives, who engaged in trade and other vocations. In this class were the Pillsburys and the Washburns. John S. Pillsbury, who served the State with distinction as Governor, was a hardware merchant, he was in the lumbering, and in the course of events in fitting out loggers with necessary tools and implements, which were not always paid for in accordance with the terms of sale, came into possession of tracts of timber, which in due time became the basis of his fortune. He came to know about the forests of Minnesota, and because of that knowledge was able intelligently to conserve the interests of the University of Minnesota, which had had bestowed upon it its timber lands. Charles A. Pillsbury, who was one of the early millers, followed his uncle, John S. Pillsbury, to Minneapolis, as did others of the family. Before W. D. Washburn was known as a statesman, a railroad builder, a financier and a

ber business. Many similar instances, less conspicuous perhaps, could be named.

The early river men were French Canadians, as they have been in other lumbering districts. But in due time came the Norsemen—the Swedes and Norwegians—to whom the climate of Minnesota appealed. Many of them had been born to the lumber business, and, because Minneapolis was the center of the lumbering industry in Minnesota, many of them chose to make that growing city their home. So the dominating elements in the population of Minneapolis became the New Englanders, with a sprinkling of lumbermen from Michigan, and the men of the Scandinavian races. It is said that more than a third of the present population of Minneapolis is Scandinavian, either born in Norway or Sweden, or sons and daughters of natives of those countries. Is it any wonder that Minneapolis has prospered with such elements of strength among her people—people known for their industry, frugality, enterprise, courage, sturdiness? Where do you find these elements more strongly developed than among the New Englanders and the Scandinavians?

Minneapolis has in turn begun to send her sons into other fields of lumber manufacturing. The largest holders of timber in the United States are Minneapolis men—T. B. Walker and C. A. Smith. The latter is a Swede by birth, who commenced his successful career in the humblest position.

The manufacture of lumber began with the beginning of Minneapolis, or, rather, with the beginning of St. Anthony, which preceded Minneapolis. The output of lumber gradually increased as the avenues of distribution were opened, until in 1875 the cut amounted to 229,244,200 feet. It varied very little from that figure during the succeeding fifteen years, but in 1890 had reached 344,000,000 feet, and reached high-water mark nine years later, when the total output of the Minneapolis mills was 594,000,000 feet. Since that there has been a gradual decline, consequent upon the disappearance of the standing timber. The sawmills of Minneapolis cut, during the season of 1908, 189,000,000 feet. At this rate, or thereabouts, the mills are expected to continue to turn logs into lumber for another ten or fifteen years.

About the lumber industry there has grown, mean-

time, extensive wood-working industries, including the manufacturing of sash doors and interior finish and a not inconsiderable furniture-making industry, for the forests of both Minnesota and Wisconsin contain hardwood lumber suitable for use in the various branches of the cabinet-making trade.

It is the fashion in this day of much discussion of plans for the conservation of our resources to charge the lumbermen with wanton destruction of our forests. Waste there was in lumbering in the early day, but the proximity of a supply of lumber had more to do with the settling of the treeless prairies to the west and southwest of Minneapolis than any other factor. Cheap lumber made the building of homes and farm buildings possible, and the towns and cities with which the Northwest is dotted resulted.

Even should the time come, as it is likely to come, when the hum of the sawmill will no longer be heard in Minneapolis, the material interests of the city will not suffer. Minneapolis has become the most considerable center for the distribution of the products of the sawmills in the Pacific Northwest and the seat of operations for the majority of the retail lumbermen, many of whom operate lines of retail lumber yards. The country tributary is, therefore, giving back to Minneapolis a return for its contribution to the growth and prosperity of that country. It is entirely probable that, but for her sawmills, made possible by the timber along the head waters of the Mississippi, the settlement of the country would have been long deferred, and the flour mills and the great grain-handling business which have followed in the wake of the lumberman might never have found lodgment in Minneapolis. The cities at the head of the Lakes might have claimed them. Then all that lumber and flour have meant to Minneapolis would never have been known. The stupendous industries which the strong, progressive men of this great Minnesota city have built up around the tree of the forests and the wheat of the field make one of the most interesting and readable chapters in the industrial romance of the great Northwest. The part that the running water at the feet of the great city has played in this development would also be significant in the telling. But back of it all are the men, the kind of men to whom the possibilities of the lumber and flour industries appealed. This is especially true in the lumber industry; and some day, when some great novelist to the manner born in Minnesota sits down to write his story of the great commonwealth, he will find gigantic characters here to put between the covers of his book—men who, while they were carving their way through the forests and building up a great lumber industry, were also carving out the destinies of the enduring State of Minnesota. So this is the narrative of the great lumber industry of the Northwest, a chapter of the industrial history of the nation.



SPLENDID BANQUET TENDERED PRESIDENT TAFT AT THE MUNICIPAL AUDITORIUM IN ST. PAUL BY FIVE HUNDRED OF THE LEADING BUSINESS MEN OF THE CITY AND THE NORTHWEST. The huge stage of the Auditorium which was used for this occasion, under the supervision of a noted firm of architects, was completely transformed into a splendid court, inclosed on all sides by huge white pillars, and roofed with beautiful green foliage, in which twinkled thousands of electric lights. The floral decorations were the finest ever seen in the Northwest. (X) President Taft.—Consolidated Publicity Bureau.



A DISTINGUISHED CHURCH GATHERING. Episcopal Missionary Conference recently held in Utica, N. Y. Bishops and delegates from New York, New Jersey and Porto Rico attended.—D. M. Harris.



THE FASTEST "DREADNOUGHT" IN THE WORLD. The newly launched battleship North Dakota. This great fighting machine in her trial test developed a maximum speed of 22.25 knots and an average of 21.833.—G. H. Davis, Jr.

J. Newton Nind

Some of Minnesota's Prominent Public Officials and Widely Known Editors

A SELF-MADE and self-educated man follows a self-made and self-educated man as Governor of Minnesota. Adolph O. Eberhart, successor to the late Governor John Albert Johnson, was left behind at his birthplace in Sweden when his parents moved to the United States, and when ten years of age made the long journey alone, to find his first occupation in herding cows on the prairie of Dixon and Cedar counties, Nebraska. Later he worked for a clergyman at ten dollars per month, obtaining his first incentive to study and the absorption of good literature from the opportunities afforded by a free library. With only thirty-seven dollars and fifty cents in money, and without other resources save pluck, he entered Gustavus Adolphus College, at St. Peter, Minn., the home of the late Governor Johnson, in 1891, completing a seven years' course of academic and college studies, embracing seventy-nine subjects in all, in four years and three months. His college record has never since been equaled in that institution. During his courses of study he supported himself by means of odd jobs and labor during vacation periods. After graduation he entered the law office of Judge Loren Cray, of Mankato, and after three years was admitted to the bar and entered upon what was later a successful practice. In 1902 he was nominated by the Republican party as State senator from the eleventh Minnesota district, without opposition. Although the youngest member of the senate during the sessions of 1903-5, he secured the passage of the highway commission act, preventing the giving or receiving of rebates, and several important amendments to the railway and warehouse commission act, governing discriminations, control over railway rates and authority to examine railway records. He made a record in the senate which led to his nomination in 1906 as Lieutenant-Governor, and won on the ticket with Governor Johnson, although of different political faith, with a majority of 32,000 votes, although Governor Johnson's Democratic majority was 72,000. Upon the sudden death of the late Governor he became the State's executive. Governor Eberhart has had extensive business experience, in which he met with much success. He was married in 1898 and has five children. He is but thirty-nine years of age and the youngest Governor Minnesota has ever had.



HON. ADOLPH O. EBERHART,
Governor of Minnesota.—Brush Studio, Minneapolis.

constant employment for a tremendous number of skilled mechanics of all classes, while an army of clerical employes is required to handle the administrative details. St. Paul and Minneapolis are the gateways to fifty-five thousand miles of railway in all directions. One of the greatest railway clearing yards in the world is located midway between the two cities, at what is called the Minnesota Transfer. Every railway entering the Twin Cities transfers its freight at this point, and the district is rapidly filling up with manufacturing concerns, which find an ideal location here in the matter of rapid and economical shipping facilities. Both St. Paul and Minneapolis are considering the building of new union depots, and plans are, in fact, well advanced. The completion of these new structures, with the greatly enlarged trackage facilities which will be provided, will emphasize the front rank of these two cities as great railway centers.

What President Taft Said of the Municipal Twins.

YOU ARE not really St. Paul and Minneapolis. You are the twin city, with the borough of St. Paul and the borough of Minneapolis. I can remember twenty years ago, when I was Solicitor-General and Acting Attorney-General, that the census was taken, and there was at that time no overwhelming indication of a desire of the two cities to come together. But you have got all over that. St. Paul is proud of the consciousness of being the more beautiful, and Minneapolis has a great many other commendable civic qualities. But really it is a great privilege for one to come here and to meet the men who have made your two cities. You go to other cities in the East, and you have to go back a hundred or a hundred and fifty years to find the men who laid the foundations; but here, when you are invited to the numerous luncheons and banquets, you meet the makers of Minneapolis and St. Paul right at your side. And apparently, too, you do not have to have the youngest men to build up your city. You take men of middle life and bring them out here, and you infuse a spirit that makes them young again, and they become the old settlers of Minneapolis and St. Paul.

Governor Johnson's Last Tribute.

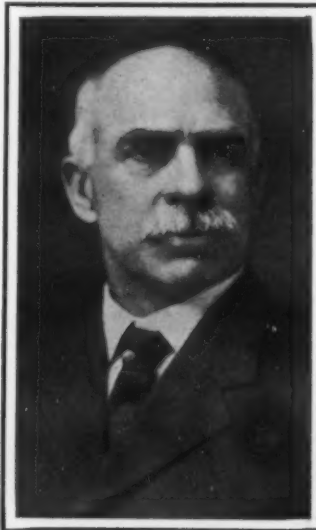
(Continued from page 485.)

Minnesota's vote was cast for Lincoln in 1860, as for Roosevelt in 1904. The independent convictions of the rank and file of the people of the State are reflected in their institutions, such as their magnificent system of free schools, the Australian ballot and primary-election law, the system of home-rule charters for cities, the submission of vital legislative questions (such as taxation of railroads) to the people, and is even seen in the recent vote of the Minnesota delegation on the tariff question in Washington, when every Senator and Congressman of Minnesota, with one exception, voted against the Payne-Aldrich tariff and the administration, notwithstanding that all but one district of this State is represented by a Republican member. And in the same spirit of independence, it may be said, the people of Minnesota have risen above party in four out of the past six State elections, and elected a Democratic Governor on the same ballot which yielded overwhelming pluralities to Republican candidates for President, the Legislature and various State positions. Thus it is seen that the industrious and liberty-loving citizenship of this State is living up to the early tribute of Seward—the greatest tribute that can be paid to citizenship under the flag—that "Minnesota is the freest of them all."

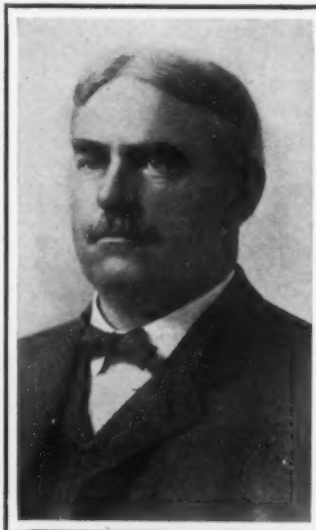
John A. Johnson

How the Twin Cities Rank as Great Railroad Centers.

AS A RAILWAY center the Twin Cities take rank of the first importance, being, in fact, among the greatest of the transcontinental gateways to the East and West. St. Paul and Minneapolis are easily accessible from all parts of the United States, and, being located between the two extreme ends of the transcontinental journey, furnish a most delightful break for the weary traveler, who finds it well worth while to stop off in these cities on a journey from coast to coast. Nine railway lines enter these two cities, being the Northern Pacific, the Great Northern, the Burlington, the Soo Line, the Chicago, Milwaukee and St. Paul, the Chicago, St. Paul, Minneapolis and Omaha, the Chicago Great Western, the Chicago, Rock Island and Pacific, and the Minneapolis and St. Louis. Two of the great transcontinental Western lines, the Northern Pacific and the Great Northern, maintain very extensive repair shops in St. Paul, and also have their general office headquarters here; while the Chicago, St. Paul, Minneapolis and Omaha Railway, which is a part of the Chicago and Northwestern system, also has its general office and its largest locomotive repair shops in St. Paul. Minneapolis is the home of the headquarters of the Soo Line and the Minneapolis and St. Louis lines, both of which also maintain very extensive repair shops in the latter city. These roads furnish



HON. JAMES C. HAYNES,
Mayor of Minneapolis.—Sweet.



HON. DANIEL W. LAWLER,
Mayor of St. Paul.—Golling.

THE MEN WHO GOVERN THE TWIN CITIES.



GEORGE THOMPSON,
Publisher of the St. Paul Dispatch and the Pioneer Press.
Smith Bros.



F. E. CRAWFORD,
Editor St. Paul Daily News.
Zimmerman.



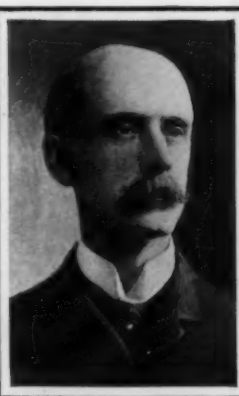
CHARLES H. HAMBLIN,
Managing Editor and Business Manager Minneapolis Tribune.
Gurager.



HERSCHELL V. JONES,
Editor and Manager Minneapolis Journal.
Marceau.



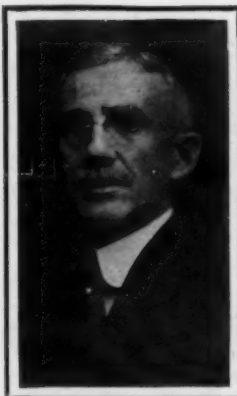
W. C. EDGAR,
Editor Northwestern Miller,
well-known commercial journal.—Sweet.



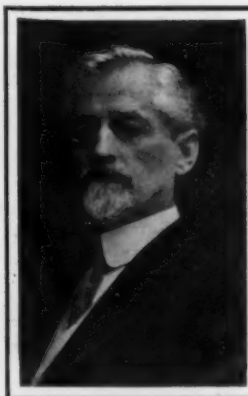
H. T. BLACK,
Managing Editor St. Paul Dispatch.
Brown Studio.



L. V. ASHBAUGH,
Publisher the Daily News,
St. Paul and Minneapolis.
Kuhn.



W. S. JONES,
Business Manager of the Minneapolis Tribune.
Sweet.

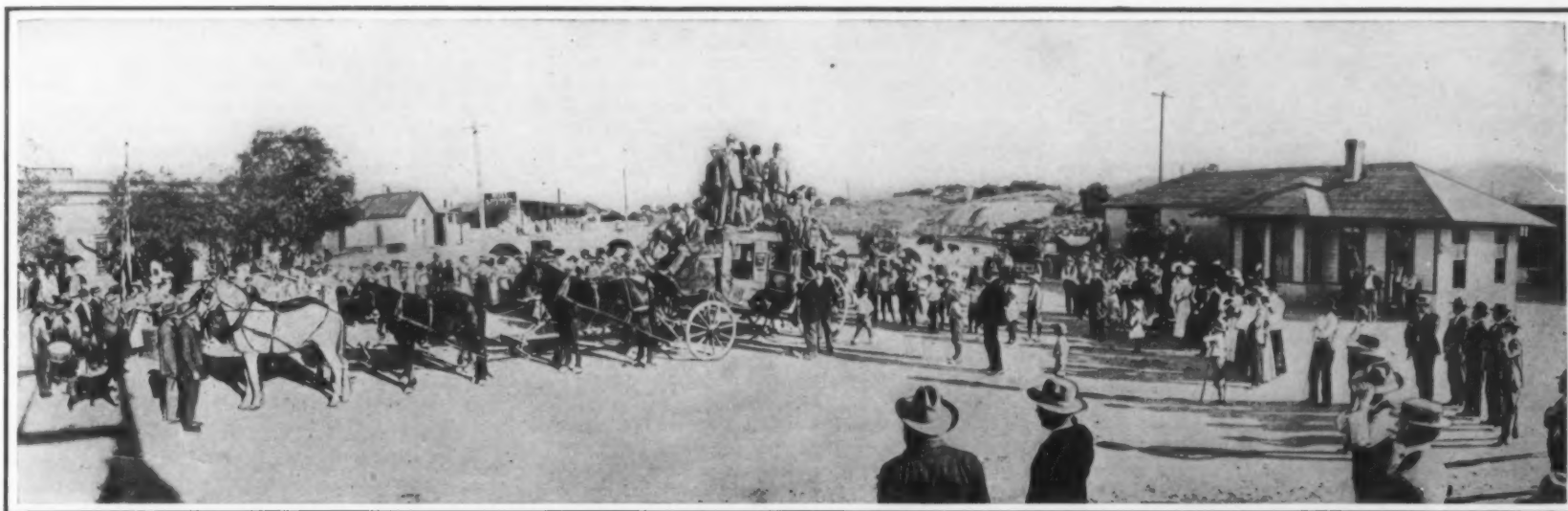


W. J. MURPHY,
Publisher and Editor Minneapolis Tribune.
Sweet.

SOME OF MINNESOTA'S PUBLISHERS AND EDITORS OF NOTE.

Our Amateur Photo Prize Contest

WASHINGTON, D. C., WINS THE FIRST PRIZE OF \$5, MISSOURI THE SECOND AND ARIZONA THE THIRD.



(THIRD PRIZE, \$2.) POSTMASTER-GENERAL HITCHCOCK ATOP THE OLD ARIZONA STAGE-COACH, "MODOC," AT TOMBSTONE, ARIZ.
This stage was used for mail delivery in the old days. It has been held up and robbed several times.—A. H. Gardner, Arizona.



JUST FLOATING.
Showing the buoyancy of Great Salt Lake, Utah.—Perry J. Fosgate, Utah.



A SUMMER'S IDYL.
One of those pleasant nooks along the Milwaukee River.—Sumner Matteson, Minnesota.



(SECOND PRIZE, \$3.) HIGH LIGHTS.
St. Louis's old Broadway section on a rainy night.—Charles Trefts, Missouri.



(FIRST PRIZE, \$5.) SCOTTISH RITE GROUP—THIRTY-THIRD DEGREE MASONS AT THEIR RECENT CONVENTION AT WASHINGTON, D. C.—H. A. Ewing, Washington, D. C.

The Winning of the West and South by Taft's All-pervading Smile

By Arty Ess

The Special Correspondent of Leslie's Weekly

With President Taft's train, en route.

FIRST the friendship, then the votes, of the South. This is the idea that President Taft drummed into the ears of his great audiences in Dixieland, and the scattered Republicans in the cotton country told him that he was a prophet. Whether or not the party of which our traveler President is head will get the votes, there can be no question about his gaining the friendship. He won that at every stop. The expansive smile which has made him famous, or which he has made famous, had but to beam over a crowd to make it his. He pauses to chuckle, and, like a chorus of echoes, you hear an answering ripple of merriment from the sourest-looking individuals in the throng.

"All jesting aside, however"—to use one of Mr. Taft's favorite expressions—there can be no more question about the increase in his popularity than there can be about his frank avowal of purpose. He preached the doctrine of good-will and good-fellowship, in the hope that some day the Republican party would be more than a name south of Mason and Dixon's line. "They used to say that President Roosevelt had more friends and fewer votes in Texas than in any other State in the Union," said Mr. Taft at Houston, "and I want to say that I want your friendship, too. If I get that, the votes can come afterward." At Dallas the President said, "Republicans in Texas are select, like Blue Points"; and then proceeded to tickle the vanity of the Lone Star State by telling his hearers of their wonderful resources and brilliant history. The farther the President travels, the more accomplished he becomes in the art of "jollyng."

When Mr. Taft began the trip, he was sometimes taken off his feet by the effusive introductory orators, who, with fingers pointed at him as he sat defenseless on the grand-stands, would assure him that he was the greatest, grandest, most patriotic and most statesmanlike citizen ever elevated to the "highest office in the gift of our glorious country"—with a rising inflection on country. But by the time he had reached the coast, he was able to hold his own at the pleasing game, and before he struck Texas he had most of the introducers on the run. If the mayor had introduced him, he would forthwith nominate his honor for Congress; if the congressman had thrown bouquets in his direction, he assured the people that the M. C. would one day ornament the Senate; and if the Senator had done the deed, why, it looked to him as though only a few years intervened between the solon's present job and a place still higher in the gift of the people. Every town he came to had probably more beautiful women and more chubby-legged children than any other on his trip—and every man, woman and child who heard, believed him. He probably believed himself.

Up to the time that the Fourth Regiment's prohibited beer was loaded surreptitiously aboard the baggage car, the President's train was known along the line of march as "the water wagon." It had gained the name for two reasons: First, because there were no liquors provided by the commissary; and second, because White Rock and other high-class table waters were the chief item on the expense account. The bills for table waters throughout the trip were remarkable as it may seem, larger than the bills for all the food eaten by the members of the presidential party and train crew combined. Changing drinking water is recognized as poor health policy by all physicians, and, in order to entirely

eliminate dangers from this source, it was necessary to use the same table water on the President's train throughout the trip. Down in the arid lands of the Southwest the amount of water used at meals and between meals was astonishing, but the fact that not a single member of the party was made ill, from the start to the finish proves that the water-wagon policy was one worth following.

The President's Summary of His Trip to the Special Correspondent of Leslie's Weekly.

"I HAVE been on this trip of mine from the Atlantic to the Pacific Ocean, down the Pacific Ocean to the southwest corner of the country, across through the Territories and that great domain of Texas to St. Louis, down the Mississippi into New Orleans and now here. I have made—the Lord forgive me and the Lord help those who heard me!—two hundred and odd speeches, and I have been able to sustain the hearing of two hundred more; and I am able to say that we never in all our country's history were as homogeneous a people, as closely allied in all our hopes and ambitions and in all our pride of country and patriotism, as we are to-day. It is possible that there are corners in this country that have escaped me where there is discontent, but, if so, I have not found them. In every town—I had almost said in every hamlet—in every city and county and in every State I have found the individual saying to himself, 'I am content here because I know what will make this city or this town or this county the best one in the State, and I am going to do that very thing.' And so, with respect to the State, the ambition is the same—all proud of the opportunity to be the citizen of the town or the county or the State where he is, and all proud to be Americans—the type to which we have bred all those races with whom we have amalgamated—to be Americans, and to rejoice and thank God that the starry flag waves over us, a united country and a united people."

The President's journey has been a success. Volumes written by opposition journalists and trouble-makers cannot convert the trip into a failure. Even in the South, where they do not warm up much to Republican Presidents, Mr. Taft's captivating personality won him hordes of friends and well-wishers. Neither he nor the most optimistic of his supporters would say that he has converted a legion of Democrats into Republicans south of Mason and Dixon's line, but there is no gainsaying the fact that the polls will reflect the visit in some measure, and that the reflection will show the trip was not made in vain. No President, popular as he may be, can ever efface the local racial problems that have had so much to do in preserving the South to the Democracy. But any President can, like Mr. Taft has done, preach the arrival of a better spirit between the sections, and, by preaching it often enough, convince his hearers that the dividing line has been obliterated.

The chief asset of his trip, however, which President Taft himself is quick to admit, has been the addition to his own education. It has been a course at finishing school for the President. He has been able to get a first-hand view of things that twenty years of Washington life would have never brought. He has sized up men as well as questions where they belong, and has thus divested them of the false colors and false manners they wear when on dress parade at the capital. Congressman John Smith may put on airs when in Washington, but he is only plain "Jack" to his home folks, and when they talk about him in his native village they are very likely to tell how he got his start, what sort of folks he associates with and what kind of politics he plays.

The President, of course, had an idea that the West was a tremendous country, but not until he traveled over its boundless prairies and deserts did he really have any conception of its vastness or of its resources. Sagebrush statesmen might have dinned

into his ears, year in and year out, the needs of the arid lands, and would not have accomplished as much as a ten-minute view of an irrigation ditch. All the oratory of the twenty-six Governors and one hundred and seventy-seven members of Congress that accompanied the President down the Mississippi, if turned loose upon Mr. Taft and kept going through a decade, would not have given him the insight into the needs of the great river—nor of the difficulties that stand in the way of satisfying those needs—that he gained from the trip he took on board the *Oleander*.

The waterways boomers did not make as much working capital by taking President Taft from St. Louis to New Orleans as they had hoped. Some are even ready to say that they lost ground with the President, for every mile he traveled down the river seemed to bring forth new proofs of the insurmountable obstacles that stand in the way of deepening and maintaining the channel. Every view he took from deck or cabin window showed the crumbling banks at the mercy of the swift waters, with here and there a discouraging object-lesson in the shape of revetments that had cost the government thousands to construct, either caving into the flood with the fringing willows or being gradually submerged in sand banks where the fickle river had left them high and dry. The waterways enthusiasts admit they "missed a bet" in their arrangements for the trip by not providing the President with a companion on the *Oleander* who was versed in the river's history and who was, above all, a champion of their cause. Outside of his own party the only person aboard with

whom the President could talk during those five days was Commander E. H. Tillman, of the navy, inspector in charge of the lighthouse district. Commander Tillman acted as admiral of the fleet and has been only two years on the assignment. It was inevitable that, fair-minded as he might be, his salt-water training would cause him to see more of the difficulties ahead of river improvement than the advantages to be derived from such improvement would compensate.

Even such waterways advocates as Governor Noel, of Mississippi, and Governor Sanders, of Louisiana, who accompanied the President during the last twenty-four hours of the river journey, were unable to give him very definite replies to the questions he frequently asked—what definite plan can be followed to make the river navigable at all times of the year, and what will be its cost? They had "heard" that government engineers had estimated the cost of a permanent, fourteen-foot channel from St. Louis to New Orleans to be "in the neighborhood of \$200,000,000," but admitted that they had never found two experts to come within many millions of the same sum when asked to put their ideas into monetary figures. They also admitted that before the Mississippi could ever be permanently chained it would have to be straightened and its banks protected all the way.

When the President first struck the Mississippi he was optimistic in the extreme and indicated clearly and forcibly that he believed the problem easy of solution. A way would be found, he seemed to think, and that speedily; and, with ample means raised through the sale of bonds, the work could be rushed with a will. After he had gone down the river, after he had seen its pranks and its power, he warned the gentlemen shouting "Fourteen feet through the valley!" that they had better look before they leaped,

(Continued on page 499)



DEDICATION OF THE FEDERAL BUILDING AT EAST ST. LOUIS BY PRESIDENT TAFT AND VICE-PRESIDENT SHERMAN, THE LATTER MAKING THE DEDICATION ADDRESS.

Over ten thousand people were present, and Vice-President Sherman said it was one of the finest crowds to talk to he had ever seen.—Copyright, 1909, by Sanders

The Twin Cities of Minnesota

COMMERCIAL CENTER OF THE GREAT NORTHWEST

BY CURTIS L. MOSHER, MANAGER CONSOLIDATED BUREAU OF PUBLICITY, ST. PAUL; AND WALLACE G. NYE, COMMISSIONER PUBLIC AFFAIRS
COMMITTEE OF COMMERCIAL CLUB OF MINNEAPOLIS

BUT FOR the fact that an interesting natural situation throws the greatest water power in America into close proximity to the head of navigation of the greatest American river, the commercial center of the Northwestern United States might have been at the head of the Great Lakes, instead of the Twin Cities of Minnesota—St. Paul and Minneapolis. Dating back as early as the first military occupation in 1819, the center of Northwestern fur and Indian trading operations centered at the "farthest north" point on the broad Mississippi. St. Paul, taking its name from the log chapel of the missionary priests, grew from these early trading operations. Only a little later it became evident that the new commerce of the West required the great water power at the Falls of St. Anthony, and the trading post of that name began to grow into the present city of Minneapolis.

Bound together by a growth which has made it difficult to detect the intercity boundary, by the multiplication of steam railway lines, by four main interurban street railway lines and by commercial relations which, though invisible, exert an even more powerful tie than could any visible union, the Twin Cities, with their 545,000 people, have enjoyed material prosperity little short of marvelous and a commercial growth and expansion so rapid as to outdistance earlier prophecies. Wonderful and substantial as their growth has been, it is far less than the near future promises, and the next decade will bring the realization of what is now promised by the superb natural location of these cities, their exceptional transportation and distribution facilities and the opportunities for industrial growth which have lately been receiving much attention.

The following figures tersely indicate the growth which has occurred in St. Paul and Minneapolis during fifty years since their earliest existence, and a combined figure for the Twin Cities indicates their joint magnitude and influence:

	St. Paul	Minneapolis	Twin Cities
Population	235,000	310,000	545,000
Assessed valuation	\$112,469,500	\$175,600,000	\$288,069,500
*Factory output	100,000,000	157,000,000	257,000,000
Building permits	7,625,538	10,010,565	17,636,103
*Jobbing trade	500,000,000	300,000,000	800,000,000
Bank deposits	42,592,977	94,035,000	136,627,977
Bank clearings	483,976,978	1,057,000,000	1,540,976,978

* EDITORIAL NOTE—There is some difference of opinion among statisticians upon these estimates. No matter how the experts disagree, however, upon the actual figures, they all agree that the factory output and jobbing trade of the Twin Cities are stupendous.

Minneapolis covers an area on both banks of the Mississippi of fifty-three square miles. St. Paul's area is fifty-five square miles, likewise embracing both banks of the river. Minneapolis, with a site composed more largely of level ground, lacks St. Paul's picturesque hills and river bluffs, but enjoys with St. Paul the bountiful blessings of nature in magnificent lakes within city limits, which have been parked and improved, and leafy woodlands through which beautiful parkways have been built. Along both banks of the Mississippi, for that portion which divides the two cities, fine drives have been built. White Bear Lake, adjacent to St. Paul, is a beautiful recreation spot and a famous summer resort. Lake Minnetonka is adjacent to Minneapolis and gives that city the like advantages of a cool and delightful recreation place, with fine sites for summer homes which have been well improved.

St. Paul has enjoyed the benefits of an extensive jobbing and distributing business, dating from its earliest days. Minneapolis, with ample water power, early built up a world-famous flour business. In later years the interests of both cities have become more widely diversified and more nearly alike, and have been somewhat changed by the establishment of diversified industrial enterprises and many lines of business which were lacking in the earlier days.

Within and about both cities lie miles of available trackage along the lines of railway which serve St. Paul and Minneapolis alike, affording excellent sites for manufacturing and other enterprises. During the last ten years many business men have taken advantage of these opportunities as well as of the abundance of raw materials and the splendid market for products in the prosperous tributary territory.

The growth of the Twin Cities in population, business, industries, civic improvements and attractiveness to those seeking congenial residence cities has been greater during the past ten years than in any previous period of their history. The comparatively recent bank difficulties found the financial institutions of both cities in a position of strength which was commented upon by the entire United States, and even as able a financial observer as Henry Clews declared that nowhere in the country did better conditions exist. This condition was largely due to the continuous and unusual prosperity of the entire agricultural Northwest, where better methods of farming

(Continued on page 504.)



PANORAMIC VIEW OF THE UNIVERSITY OF MINNESOTA.

Minnesota's great State university, situated in Minneapolis, is one of the most noted seats of learning in the United States. She has over 4,500 students enrolled upon her books and finds work for 345 instructors. In her magnificent library there are 118,000 volumes. The university is richly endowed with lands and invested funds, and ranks among the four largest institutions of its kind in the United States. Minnesota's athletic teams are famous wherever collegiate athletics are known.



LORING PARK.

One of the beauty spots in the residential district of Minneapolis.
Sweet.



HOTEL RADISSON.

New home of the Commercial Club, Minneapolis.



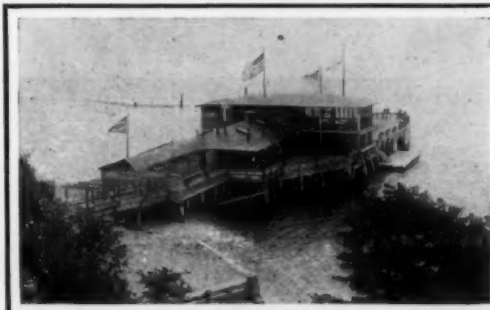
BEAUTIFUL LAKE MINNETONKA.

The attractive M. L. Y. Club is seen in the foreground.
White.



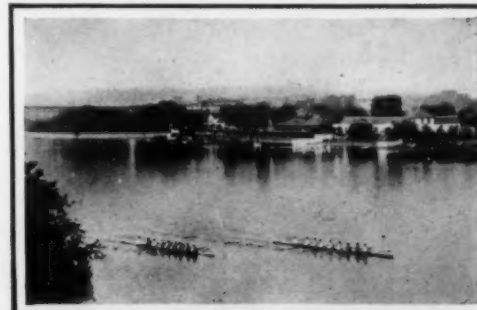
THE ATTRACTIVE TOWN AND COUNTRY CLUB AT ST. PAUL.

The Twin Cities are noted for their splendid facilities for outdoor sports.
Copyright, 1908, by T. W. Ingersoll.



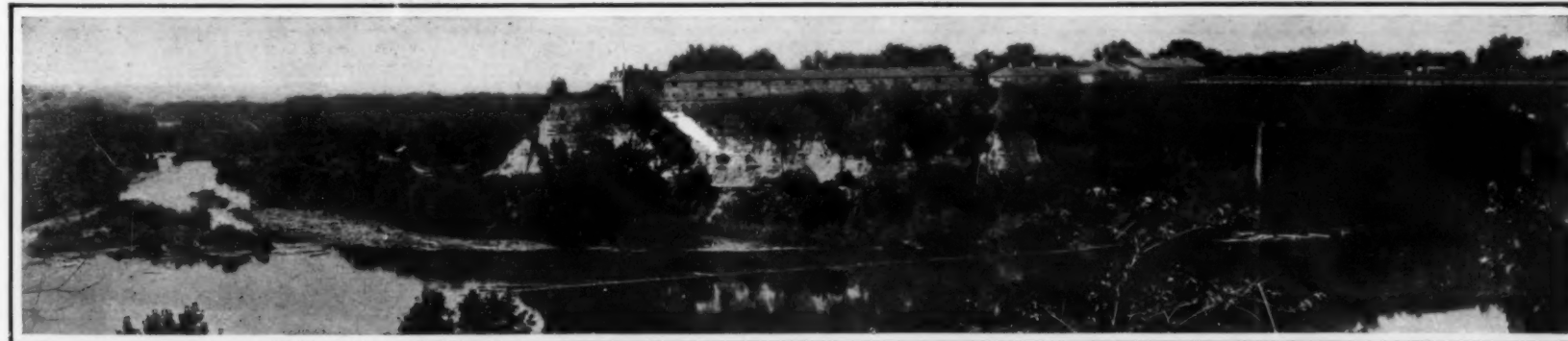
THE ANCHORAGE.

The comfortable country home of the St. Paul Automobile Club on Lake St. Croix near St. Paul.
Consolidated Publicity Bureau.



CREWS OF THE FAMOUS MINNESOTA BOAT CLUB, ST. PAUL.

The costly and up-to-date St. Paul Public Baths, on an island in the Mississippi River, in background.
Consolidated Publicity Bureau.



PICTURESQUE AND HISTORIC PORT SNELLING NEAR ST. PAUL, AT THE JUNCTION OF THE MINNESOTA AND MISSISSIPPI RIVERS.
Copyright by T. W. Ingersoll.

St. Paul, a City Beautiful

STRIKING VIEWS OF MINNESOTA'S CAPITAL CITY



BIRD'S-EYE VIEW OF ST. PAUL, MINN., SHOWING THE SUPERB AND MASSIVE STATE CAPITOL IN CENTER.—Copyright, 1904, by F. L. Wright.



THE IMPOSING AND COSTLY POST-OFFICE BUILDING.
Copyright, 1907, by T. W. Ingersoll.



THE MAGNIFICENT NEW MILLION-DOLLAR HOTEL, "THE ST. PAUL."—Copyright, 1909, by T. W. Ingersoll.



THE CAPITAL CITY'S SPLENDID COURT-HOUSE.
Copyright, 1906, by T. W. Ingersoll.



THE MAGNIFICENT NEW \$2,000,000 ROMAN CATHOLIC CATHEDRAL AT ST. PAUL.
Arch., Em. Masqueray.



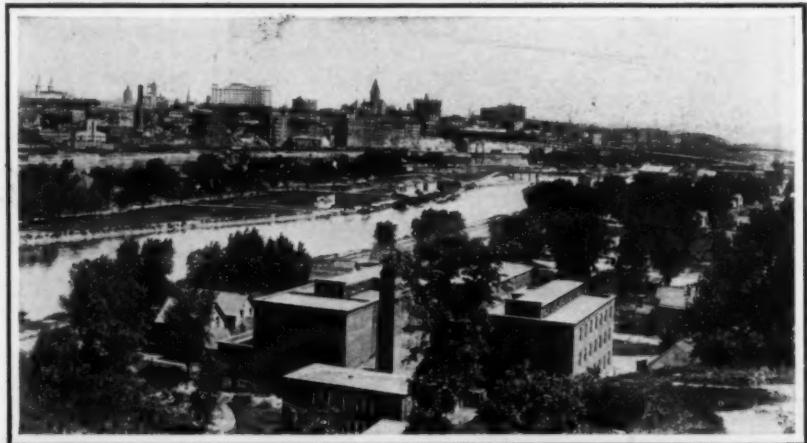
THE PRIDE OF MINNESOTA.
Impressive view of the State capitol building at St. Paul.
Ingersoll.



THE FINE HOME OF THE Y. M. C. A.
One of the most complete buildings of its kind in the West.
Hughton-Hawley.



ONE OF ST. PAUL'S BUSY STREETS—EAST SIXTH STREET, SHOWING AN ATTRACTIVE VIEW OF THE RETAIL SECTION.



A CHARMING PANORAMA OF THE CENTRAL PORTION OF ST. PAUL FROM THE WEST SIDE.



A BUSY WATER-FRONT, SHOWING THE UNION DEPOT IN CENTER, AND STEAMBOAT LANDING.



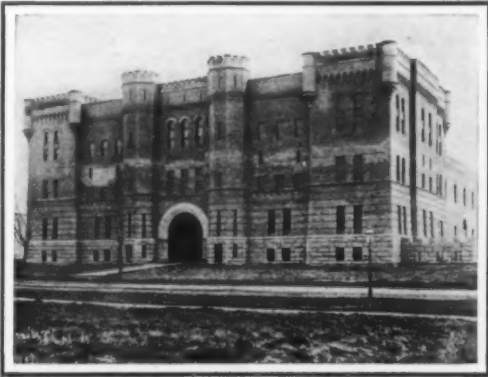
WHERE ST. PAUL STABLES HER IRON HORSES.
General view of the terminals which make the city a great railroad center.

The Famous and Flourishing City of Minneapolis

NOTABLE GLIMPSES OF AN INTERESTING MUNICIPALITY.



PANORAMA OF THE BUSY MINNEAPOLIS WATER-FRONT, SHOWING THE MISSISSIPPI RIVER AND ST. ANTHONY'S FALLS.
Part of the great flour milling district portrayed at the left.—Copyright by Sweet.



THE MASSIVE MODERN ARMORY.
This fine building is built on the most up-to-date military plans and fully equipped.—Copyright by Sweet.



ONE OF THE BEST EDUCATIONAL HOMES IN THE WEST.
The West Side High School, Minneapolis.
Copyright by Sweet, 1901.



CHARMING COUNTRY CLUB.
The superb old Colonial edifice of the Mini Kahda Golf Club House, Lake Calhoun.—Copyright by Sweet.



WHERE THE GREAT CITY GOES SHOPPING.
View of Nicolet Avenue.
Copyright by Sweet.



THE MAGNIFICENT COURT-HOUSE AND CITY HALL.
One of the most impressive structures in the United States.
Copyright by Sweet.



THE CLASSIC MINNEAPOLIS PUBLIC LIBRARY.
Noted for its active work and inspiring literary leadership.
Copyright by Sweet.



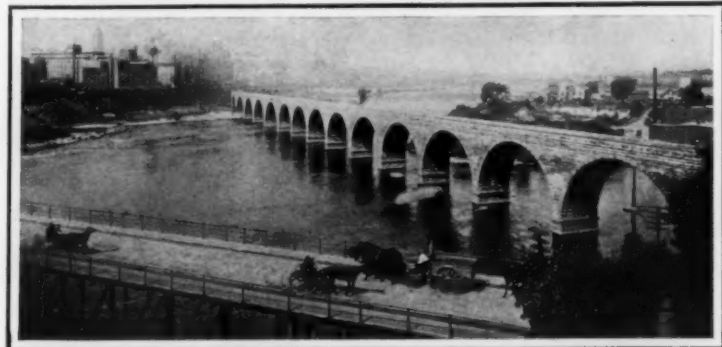
THE IMPOSING STRUCTURE OF THE MINNEAPOLIS CLUB.
One of the most exclusive and progressive institutions of its kind in the West.—Copyright by Sweet.



THE PALATIAL HOME OF MINNESOTA'S OLD GUARD.
The Minneapolis Soldiers' Home, where the men of '61 find entertainment and comfort.—Copyright by Sweet.



WESTMINSTER CHURCH.
One of Minneapolis's beautiful and noted religious edifices.—Copyright by Sweet.



A NOTABLE ENGINEERING LANDMARK.
The Great Northern viaduct across the Mississippi at Minneapolis. The milling district in the distance.—Copyright by Sweet, 1905.



WHERE MINNEAPOLIS MINES HER WHITE COAL.
St. Anthony's Falls on the Mississippi River. These rapids supply an almost unlimited amount of horse-power for the milling districts.—Copyright by Sweet.

Distinguished Exponents and Tokens of St. Paul's Prosperity.



GEO. W. FREEMAN,
President of C. Gotzian & Co., Com-
missioner St. Paul Fire Board. Ap-
pointed Commissioner 1886—Served
as President 1893-1896.—*Golling.*



WALTER J. DRISCOLL,
President of The Pioneer Co., and
Chairman of the Executive Com-
mittee of the Consolidated Publicity
Bureau of St. Paul.—*Lee Bros.*



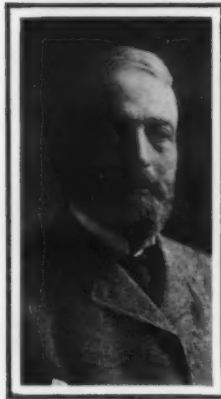
FRANK B. KELLOGG,
A lawyer of national fame, who has charge
of the government's suit to dissolve
the Standard Oil Company.



J. M. HANNAFORD,
Second Vice-President Northern Pa-
cific Railway and an eminent
exponent of St. Paul.
Haynes.



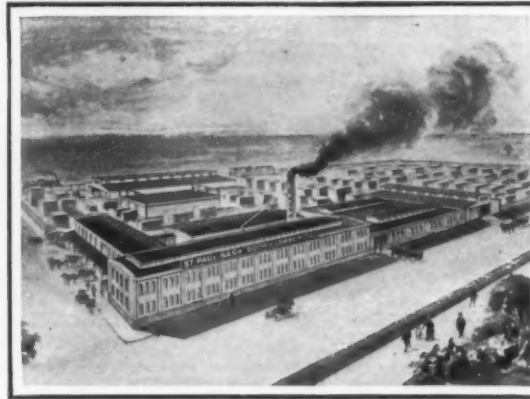
L. P. ORDWAY,
Vice-President and Treasurer of the
Crane & Ordway Co., prominently
associated with large business
and civic movements.—*Kraft.*



C. H. BIGELOW,
President St. Paul Fire and
Marine Insurance Com-
pany.—*Kuhn.*



A FINE MODERN STRUCTURE,
Home Office St. Paul Fire and Marine Insurance Company.
Williams.



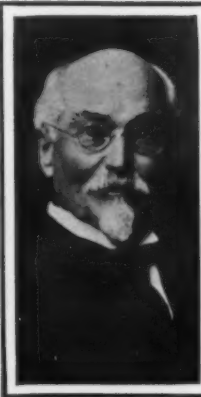
ST. PAUL SASH, DOOR & LUMBER CO.,
Manufacturers of all kinds of Interior Hardwood Finish.
Giehler.



STATE SENATOR
JOSEPH M. HACKNEY,
Sec.-Treas. Hackney Land Co.
& Hackney Mfg. Co.—*Golling.*



LANPHER, SKINNER & CO.,
Established 1876, Manufacturers Furs,
Hats, Caps and Gloves.
Lee Bros.



F. J. TOWLE,
President The Towle "Log
Cabin" Maple Syrup
Co., a firm known the
world over.—*Lee Bros.*



TWIN CITY VARNISH CO.,
Makers of high grade Varnishes and Japans.



WILLIAM A. FRENCH,
Pres. Wm. A. French & Co.,
Manufacturers of Fine
Furniture, and Interior
Decorators.—*Lee Bros.*



GORDON & FERGUSON,
Gordon Square, established 1871. Manufac-
turers Furs, Hats, Caps, Gloves.
Lee Bros.



FARWELL, OZMUN, KIRK & CO.,
Established 1859. Nine acres of floor space devoted
to Wholesale Hardware.—*Gibson.*



CRANE & ORDWAY CO.,
Steam, Plumbing and Water Works Sup-
plies.—*Hass & Wright.*



FINCH, VAN SLYCK & MCCONVILLE,
Pioneer Wholesale Dry-goods House of the North-
west. Established 1862.



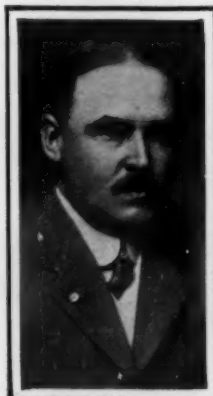
MERCHANTS' HOTEL,
George R. Kibbe, Manager.
Summer.



GEORGE BENZ & SONS,
Distillers, Blenders and Im-
porters, whose products are
widely known through-
out the Northwest.



F. J. BOWLIN LIQUOR CO.,
Established 1869. Whole-
sale Wines and Liquors,
one of the most reliable
firms in Minnesota.



J. GEORGE SMITH,
President "The Associated
Merchants of St. Paul,"
Manufacturer "Smith's
Famous Dollar Chocolates."



WEST PUBLISHING CO.,
National Reporter System and American
Digest System, the largest Law
Book Publishers in the world.
Bright.



JOHN E. BURCHARD,
President Burchard-Hul-
bert Investment Co. and
St. Paul Ditch and
Carrier Co.



HART & MURPHY,
Famous throughout Minnesota as
manufacturers of High
Grade Cigars.
Lee Bros.

Prominent Citizens and Leading Business Establishments of Minneapolis



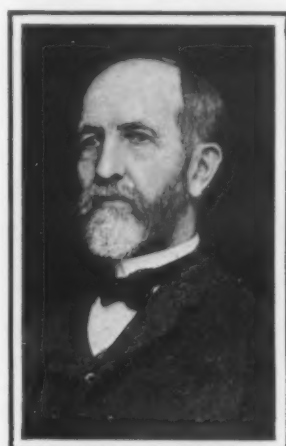
SECURITY BANK BUILDING,
Home of Security National Bank.
White.



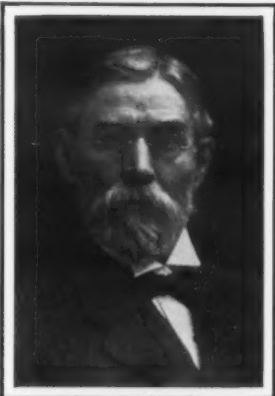
LEONARD K. THOMPSON,
President Northwestern National
Life Insurance Company.



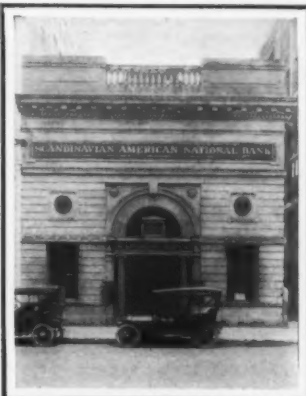
AUDITORIUM AND HOME OFFICE BUILDING OF NORTHWESTERN
NATIONAL LIFE INSURANCE COMPANY.
Miller.



T. B. WALKER,
President Red River Lumber Co.
Sweet.



N. O. WERNER,
President The Scandinavian
American National Bank.—*Sweet.*



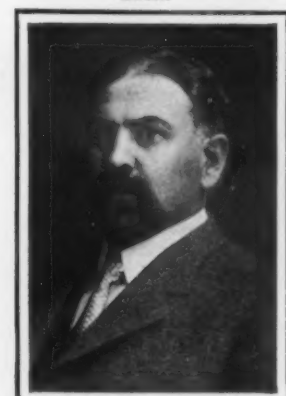
WELL-KNOWN BANKING INSTITUTION,
Scandinavian-American National Bank.
Potter-Hibbard Photo Co.



CHARLES C. BOVEY,
Director Washburn-Crosby
Co.—*Sweet.*



NORTH STAR SHOE CO.,
Established 1873 by Major C. B. Heffelfinger.
Dawson.



WALTER L. BADGER,
Centrally Located Realty Securi-
ties.—*Sweet.*



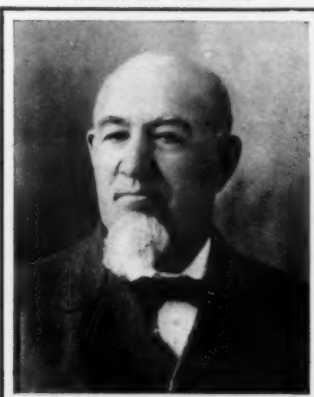
C. D. VELIE,
Secretary and Treasurer Deere &
Webber Co.—*Marceau.*



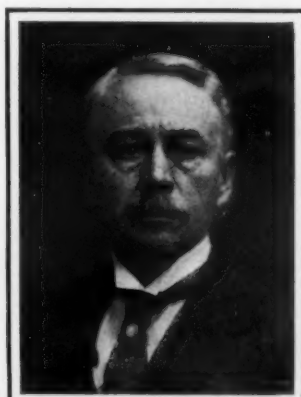
DEERE & WEBBER CO.,
Northwestern distributors of John Deere Plows, Velie Vehicles and Automobiles, and jobbers of a
full line of farm machinery.



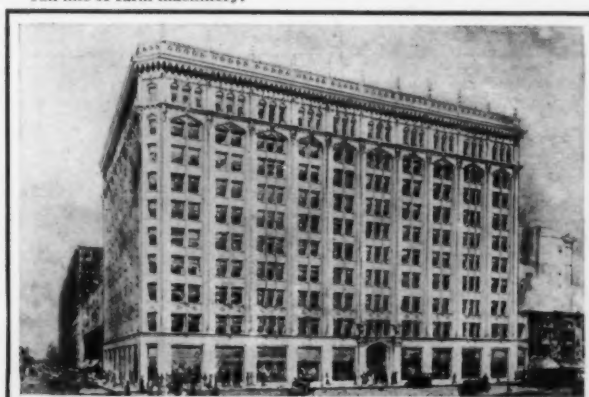
C. C. WEBBER,
President Deere & Webber Co.
Sweet.



G. SCHOBEL,
President Phoenix Mill Company,
makers of Phoenix Flour.
Tressler.



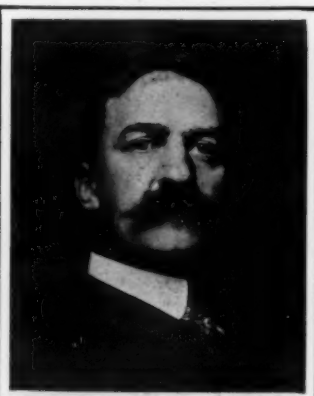
H. F. NEWHALL,
President The Finance Co. of Minne-
sota—Real Estate and Mortgage
Loans.—*Sweet.*



THE PLYMOUTH CLOTHING HOUSE,
Established 1882, Hazen J. Burton, president. Above is view of New Plym-
outh Building (now in course of construction), Sixth and Hennepin streets.
Long, Lamoreaux & Long, Architects.



C. A. SMITH,
President C. A. Smith Timber Co., C. A.
Smith Lumber Co., and Royal Swedish
Council, Northwestern District. *Sweet.*



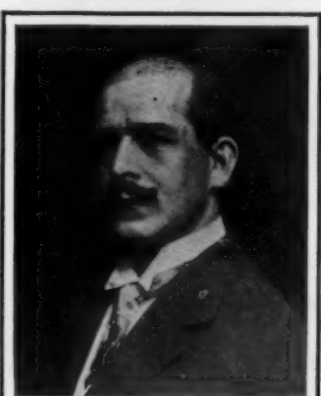
S. S. THORPE,
Thorpe Bros., Mortgages, Real Estate,
Investments.
Sweet.



SYNDICATE BLOCK,
Situated in one of the finest business sections in Minne-
apolis. Conklin & Zonne Co., Managers.
Sweet.



NEW HOME OF THE PENCE AUTOMOBILE CO.
This building is a new concrete building, 100,000 feet of
floor space, and is used strictly for wholesale and retail
automobile and supplies business.

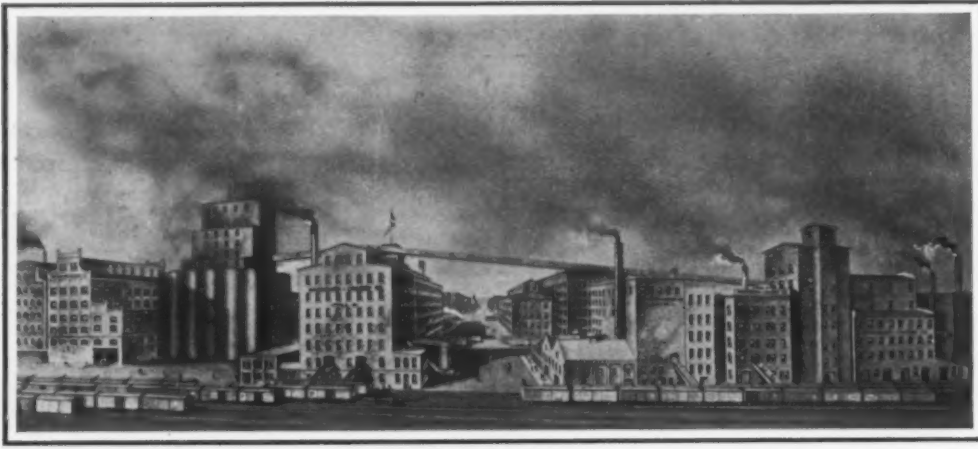


CHARLES L. TRABERT,
President Choral Club and Secretary
C. A. Smith Timber Co.
Sweet.

Minneapolis "The Flour City" of the World



JAMES S. BELL,
President Washburn-Crosby Co.
Sweet.



WASHBURN-CROSBY CO.
Makers of "Gold Medal Flour." The daily capacity of this plant, which is the largest in the world, is 40,000 barrels. Every working day approximately 175 cars of wheat are consumed and 175 cars of flour and feed shipped out of these mills.



JOHN WASHBURN,
Second Vice-President Washburn-Crosby Co. — *Sweet.*



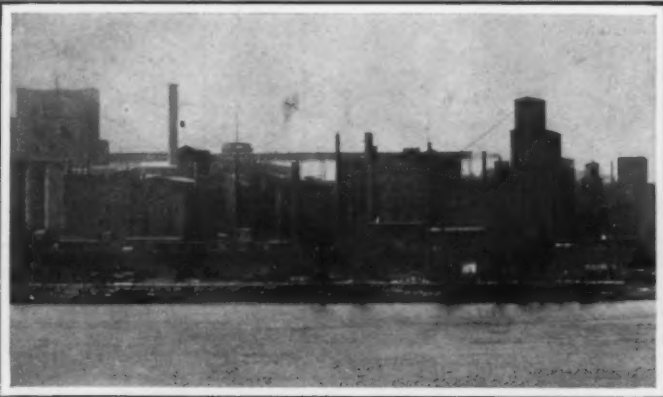
ALBERT C. LORING,
President Pillsbury Flour Mills
Company. — *Sweet.*



PILLSBURY "A" MILL.
The largest flour mill in the world.
Daily capacity of this one mill, 16,200 barrels of "Pillsbury's Best." — *Elgin R. Shepard.*



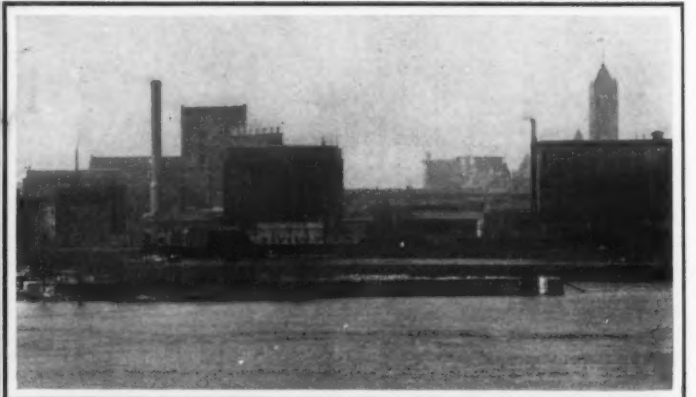
CHARLES S. PILLSBURY,
Vice-President Pillsbury Flour Mills
Company.



THE EXTENSIVE MILLING DISTRICT OF MINNEAPOLIS,
Showing the superb plant of the Northwestern Consolidated Milling Company.
Manafield & Nostrand.



H. P. GALLAHER,
Vice-President and Manager
the Northwestern Consolidated
Milling Company.



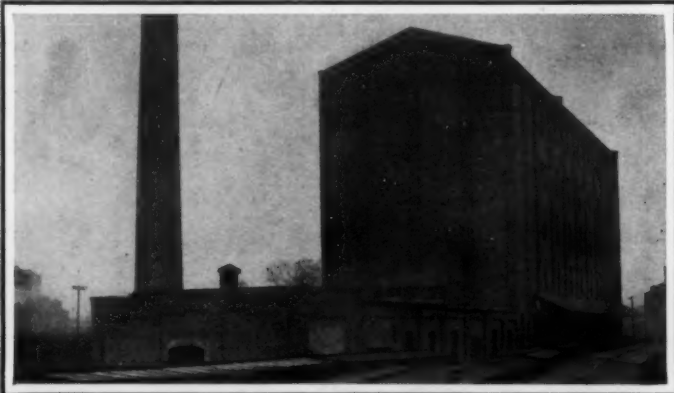
THE HOME OF "CERESOTA FLOUR."
Panorama of the milling district showing the buildings of the Northwestern Consolidated Milling Company, which has a capacity of 18,000 barrels a day.
Manafield & Nostrand.



GEO. C. CHRISTIAN,
Of Geo. C. Christian & Company.
Sweet.



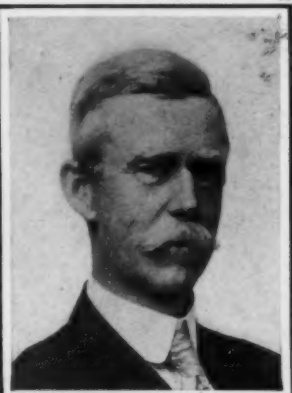
One of the fine storehouses of the
Geo. C. Christian & Company
Flour Mills. — *Sweet.*



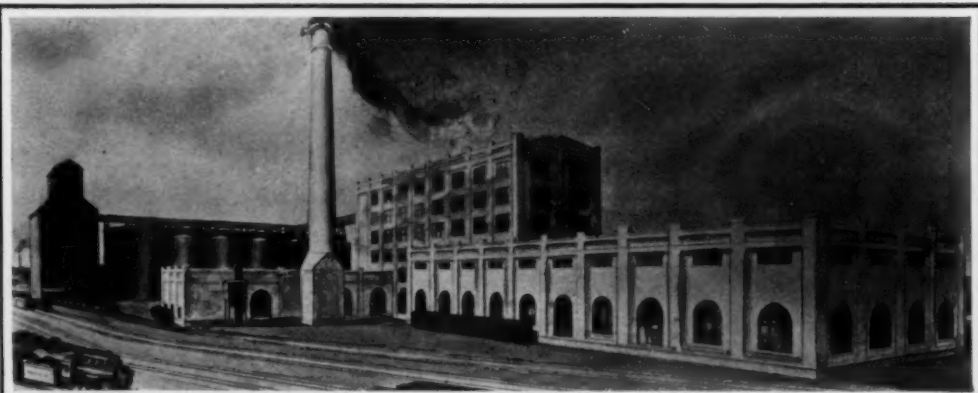
MINNEAPOLIS MILL.
Geo. C. Christian & Company, makers of "New Century Flour"
Sweet.



GEO. F. BLOSSOM,
Of Geo. C. Christian & Company.
Brush.



E. P. WELLS,
President Russell-Miller Milling
Co.



"MINNEAPOLIS MILL."
Russell-Miller Milling Co., makers of "Occident Flour."



H. S. HELM,
Vice-President Russell-Miller Milling
Co. — *Denton.*

Monuments of Enterprise in St. Paul, and Minnesotans of Note



CHARLES W. GORDON,
Vice-President Gordon & Ferguson,
President Board of School
Inspectors.—Marceau.



C. L. KLUCKHOHN,
Secretary Gordon & Ferguson, Presi-
dent St. Paul Jobbers' and Manufac-
turers' Association.—Zimmerman.



C. MILTON GRIGGS,
First Vice-President Griggs, Cooper
& Co., Wholesale Grocers.
B. C. Golling.



PAUL DOTY,
Vice-President St. Paul Gas Light
Co., President The Business League
of St. Paul.—Lee Bros.



HOWARD ELLIOTT,
President Northern Pacific Rail-
way Company.
Puch.



NOYES BROS. & CUTLER,
Established 1868, the oldest and largest Whole-
sale Drug House in the Northwest.—Lee Bros.



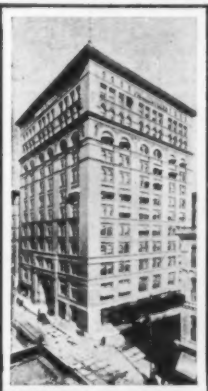
"CARLING UPTOWN."
The Delmonico of the Northwest.



THE FIRST NATIONAL BANK OF
ST. PAUL.



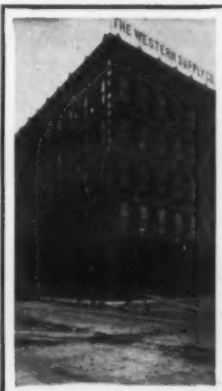
SCHUNEMAN & EVANS.
One of the most progressive and up-to-date de-
partment stores of St. Paul.



PIONEER PRESS BUILDING.
The largest office building
in St. Paul. It is now thir-
teen stories high, and three
more stories are con-
templated immediately by its
new owner, Watson P.
Davidson.



ONE OF THE THREE ENTRANCES
TO THE NEW "EMPORIUM DE-
PARTMENT STORE," RE-
CENTLY COMPLETED.
THIS FIRM IS FAMOUS FOR ITS
PHENOMENAL GROWTH AND
MODERN METHODS.



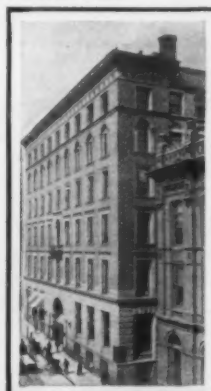
THE WESTERN SUPPLY CO.
Plumbers' and Steamfitters'
supplies. A wholesale house
which does a large business
all over the United States
and one of the most firmly
established concerns of its
class.—Lee Bros.



JOSEPH STRONGE,
Of Stronge & Warner Co.,
who represents the aggres-
sive and successful Western
business man and who has
helped to make his firm a
household name in Minne-
sota.—Lee Bros.



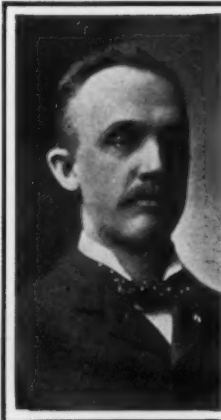
FOURTH ST. ENTRANCE OF THE DRY-
GOODS STORE OF FIELD, SCHLICK & CO.
A MONUMENT TO MODERN ENTERPRISE
AND THE FAVORITE SHOPPING EM-
PORIUM OF MANY THOUSANDS
OF ST. PAUL CITIZENS.
Lee Bros.



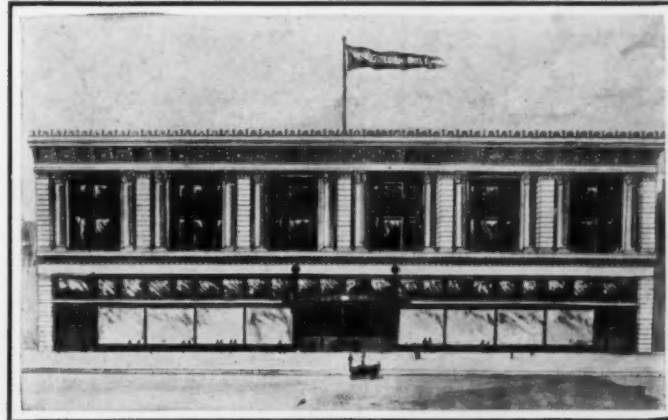
ENDICOTT BUILDING.
Home of the Consolidated
Publicity Bureau, The Busi-
ness League, and The
Jobbers' & Manufacturers'
Association.—Copy-
right, 1908, by T. W.
Ingers II.



AMERICAN HOIST AND DERRICK CO.
The largest exclusive manufacturers of hoisting machinery in the world.



OLIVER CROSBY,
President American Hoist and
Derrick Company.—J. Kuhn.



ONE OF THE FOUR ENTRANCES TO "THE GOLDEN RULE."
St. Paul's mammoth department store.



THE HOTEL RYAN.
Alfred A. Pocock estate, Walter A.
Pocock, manager. An excellent ex-
ample of the elegance and dignity
of modern hotel architecture. This
hostelry is noted for its fine equip-
ment and up-to-date service.



RICHARD T. O'CONNOR,
Capitalist and Broker. Wide-
ly known as an authority on
civic questions and deeply
interested in many
philanthropic move-
ments.—Teuft.



ALFRED J. KRANK,
President Barbers' Supply
Dealers' Association of Amer-
ica, member Executive Com-
mittee Retail Merchants' As-
sociation of St. Paul.—Miller.



ARCHIBALD GUTHRIE.
A. Guthrie & Co., Railroad
Contractors. One of St.
Paul's distinguished citi-
zens and a strong factor
in the Minnesota busi-
ness world.—Pierce.

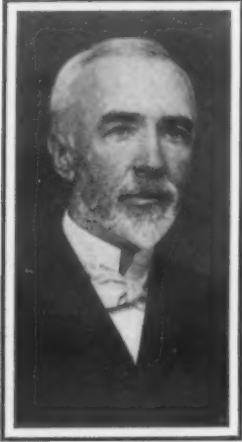


FRANK Y. LOCKE,
President Security Trust
Company. One of the strong-
est financial institutions in
Minnesota and noted for its
conservative position in the
banking world.—Lee Bros.

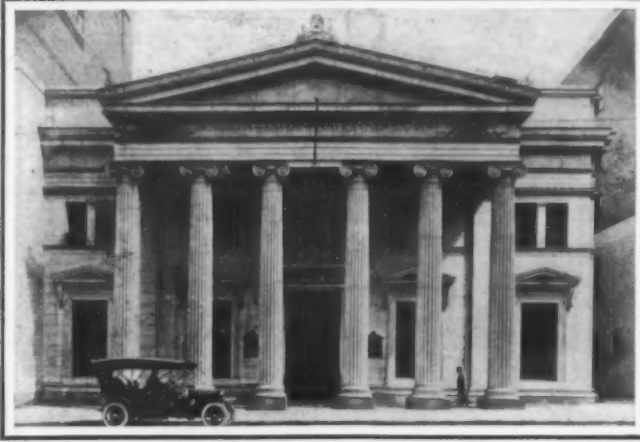


NICOLS, DEAN & GREGG,
Heavy Hardware. A business house
whose success has been continuous
since its establishment in 1855,
and whose prominence is
widely acknowledged by
the trade.—Gibson.

Tokens of Success in Minneapolis and Eminent Minnesotans



W. H. DUNWOODY,
President Northwestern National Bank, Pres. St. Anthony and Dakota Elevator Co., Vice-Pres. Washburn-Crosby Co.—Sweet.



NORTHWESTERN NATIONAL BANK,
Widely known both east and west of the Mississippi River as a banking institution of great strength and wealth. Established 1872. Capital and Surplus Five Million Dollars.—Potter-Hibbard Photo Co.



G. F. EWE,
President The Minneapolis Chamber of Commerce and Vice-President The Van Dusen-Harrington Co. Lee Bros.



FIRST NATIONAL BANK, MINNEAPOLIS,
One of the most firmly established and progressive banking institutions in the Northwest, and an active influence in the financial world.—Sweet.



FRED G. ATKINSON,
Director Washburn-Crosby Co., and one of Minnesota's most distinguished citizens. Sweet.



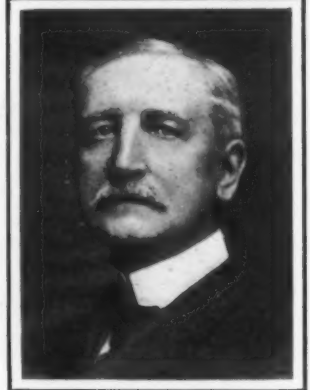
NEW YORK LIFE BUILDING—A NOTABLE EXAMPLE OF THE MODERN OFFICE BUILDING,
Corser Investment Co., Managers. Sweet.



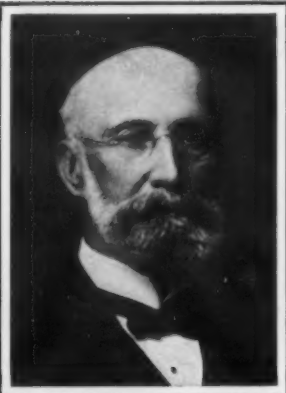
LESTER B. ELWOOD,
Vice-President Corser Investment Co., Real Estate and Mortgage Loans.—Sweet.



METROPOLITAN LIFE BUILDING,
F. R. Chase, Mgr.
Home of The Metropolitan National Bank. V. H. Van Slyke, President, C. F. Wyant, Cashier. Sweet.



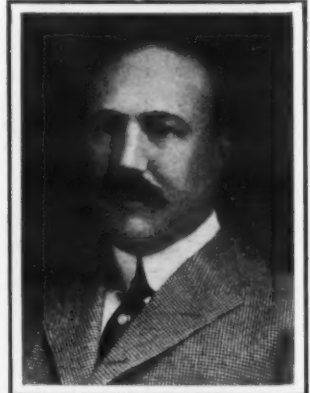
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Secretary and Treasurer Washburn-Crosby Co., and widely interested in educational and civic questions.—Sweet.



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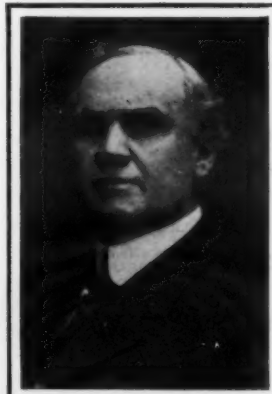
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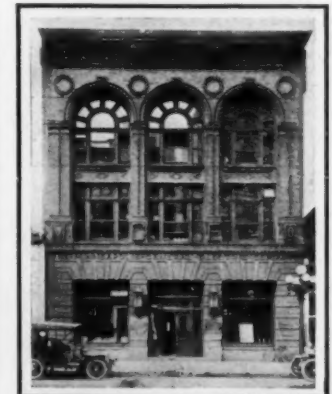
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The largest independent manufacturers of farm gasoline engines in America.
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Established 1870.—Lee Bros.

Taft's Smile Wins the West.

(Continued from page 490.)

and had better make sure that they knew what they were going to do before they did it. He ended his remarks on river improvement by advising his hearers to make their demands of Congress, and thus virtually left the problem where it is now—in the hands of the various "pork" grabbing members who commit their annual assaults upon the river and harbor bill for the purpose of getting what contracts they can for local contractors and local workmen.

In his last waterways speech the President showed the dazzling future awaiting inventors who will turn their genius in the direction of river improvements. The field is open and the rewards are enormous for those who will devise means whereby travel and traffic by water will be placed on a par with transportation by rail. The Patent Office is crowded with records of successful railroad inventions, while practically nothing has been accomplished by inventive talent on the river—the steamboats of to-day are not equipped with any implement of aid, comfort, safety, speed or utility that they did not have in the seventies, and when all is said that can be said for them, they are not to be named in the same day with the boats that made the river king in the days following the war.

If one trait of the President has seemed to develop more than another during his record-breaking trip, it has

been that of "nerve." Of course no one ever accused him of being a coward or of lacking in personal bravery, but until he started on the journey to the coast the subject of his individual courage had never been considered. The life he had led on the bench and in one executive post or another had never brought him in direct contact with those who might wish him bodily harm, and not only wish that harm, but inflict it. As soon as he started westward, however, the subject of his personal bodily safety became a matter of prime importance. In addition to the secret-service men who traveled with him, every stopping place found him surrounded by "plain-clothes men," police in uniform, soldiers or militiamen, and, quite often, at more important points, he was guarded by all the fifty-seven different varieties of protectors. Bayonets, sabers, slung shots and revolvers fairly hedged him round, and all the gun-toters chorused their disapproval whenever he made a move that looked like "taking a chance."

"Oh, you fellows make me tired!" exclaimed the President, time and time again during the journey, as he found himself walled off from the crowd he wanted to shake by the hand.

"But it's dangerous; that's a bad-looking crowd," Captain Archie Butt, his military aid, or Secret-Service Detective Sloan would say.

"What's bad about it?" Mr. Taft would demand; and then, before his faithful bodyguards would know what was happening, the President would slip

away from them and be in the middle of a laughing, cheering mob, pump-handling by wholesale. Butt and Sloan would storm in vain, while they struggled to keep the handshakers away from the President, and by the time they got him into his automobile or from the automobile into the hotel where he was to stop, as the case might be, they would be perspiring like haymakers.

"We have information that this is going to be a dangerous place, so be a little careful here, Mr. President," one of his bodyguards would say, as the President would leave his car at some populous place along the line of march. "Fiddlesticks!" Mr. Taft would retort with a laugh; and inside of ten minutes would be grasping all the hands that were reached up in his direction. He seemed to derive considerable satisfaction from the panic into which such disobedience of orders would throw his followers, and, if he could do so, would frequently decide on the spur of the moment to plunge right into the very spots that the secret-service men had declared to be the ideal haunting places for anarchistic onslaughts. A case of this sort occurred at New Orleans. Chief Wilkie, of the secret service, had gone over the ground in advance with Detective Wheeler, who acted as the man ahead on the trip to map out the police arrangements, and had come to the conclusion that it would be almost equivalent to suicide for the President to attend the football games scheduled for the day of his arrival and to which he had been invited. As soon as the President concluded his speech to the waterways convention, he announced that he was going to see the football battles.

"We've decided to cut them out, Mr. President," said one of the secret-service detectives.

"Who's decided?" demanded the President, with a frown.

"The chief thinks it dangerous," said the bodyguard.

"Oh, if that's all the matter with the arrangement, we'll go," decided the President. "I was afraid that you meant we wouldn't have time." So to both football games the President went and enjoyed himself immensely, while his bodyguards threw a fit of "buck ague," as they say down in the Southwest, lest some bewhiskered gentleman not invited to the function drop a bomb under the automobile or put a bullet through the executive's hat.

Throughout his long trip the President showed a most disquieting disregard for his personal safety. He went down

(Continued on page 504.)



WALLACE G. NYE,
Commissioner of Public Affairs of
the Commercial Club of
Minneapolis.
Sweet.



HORACE LOWRY,
President Automobile Club of
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Arcade Investment Com-
pany.—Sweet.



CLARENCE A. BROWN,
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CHANGE OF ADDRESS: Subscribers when ordering a change of address should give the old as well as the new address, and the ledger number on their wrapper. From two to three weeks must necessarily elapse before the change can be made, and before the first copy of LESLIE'S WEEKLY will reach any new subscriber.

Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always. The publishers will be glad to hear from subscribers who have just cause for complaint because of delay in the delivery of their papers, or for any other reason. If LESLIE'S WEEKLY cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly reported on postal card or by letter.



GROUP OF PROMINENT WESTERN BANKERS.

Left to right: E. A. Seiter, Vice-President 5th-3d National Bank, Cincinnati; R. Ruzicka, Cashier Oakley Bank, Oakley, O.; Thomas McEvilly, Cashier First National Bank, Norwood, O.—A. P. Riser.

Jasper's Hints to Money-makers

I AM GLAD to note that President Taft had the courage and good sense, in his speech down in Texas at the beautiful harbor of Corpus Christi, to set himself publicly on record against radical legislation, more particularly legislation against the railroads. He was making a forceful argument in favor of deep inland waterways to extend our commerce and to control railroad rates within reasonable limitations. With a frankness that is refreshing he took pains to add that the railroads of the

(Continued on page 501.)

PROFITS

THROUGH this announcement the readers of **Leslie's Weekly** are given the opportunity for extraordinary profits by securing an interest in a company which is the recognized leader in an industry developing so rapidly that it is already one of the foremost in America. It will rank with such concerns as the American Locomotive Company, the Pressed Steel Car Company, etc.

Among its directors are such men as Lewis Nixon, the distinguished naval constructor; Edwin S. Cramp, formerly Vice-President of the great Cramp Ship Yard of Philadelphia, and others. The standing and prominence of these men show the importance of this enterprise.

This company has completed important contracts made by Mr. Nixon with the Russian Navy, Japan, Austria, the United States Government, City of New York, and corporations and individuals in all parts of the world.

The exceptional profits made in such contracts as these, and all the greater earnings of the company will be shared by those who secure an interest in this company at this time.

If you have from \$50 to \$5,000 on which you would like to make a specially handsome profit, write at once to Lewis Nixon, President, 66 West 35th Street, New York, and ask him to send you the details of this announcement. Be sure and mention **Leslie's Weekly**.

The demand upon the company for its product far exceeds its capacity. Immediate extensions are necessary.

Such opportunities for exceptional profits as may be made by taking advantage of this announcement are available, as a rule, only to the big interests. They rarely reach the private investor, and you must act **immediately**.

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By purchasing odd lots the small investor can diversify his holdings just as the large investor does, and thus gain security.

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Why Irrigation Bonds Are So Popular

The most popular bonds that we handle now are Irrigation Bonds. They have displaced, with a large share of our customers, Municipal, Corporation and Public Utility bonds which pay a lower rate.

When rightly conducted, Irrigation projects now involve no uncertainty. The Government itself is spending tens of millions of dollars in reclaiming this arid land.

The demand for irrigated land exceeds the supply, because of its enormous fertility. And because an unfailing water supply, under constant control, insures one against crop failures.

The most productive and costly farm lands in America are now in the irrigated sections.

ideal and ample. It is hard to conceive of anything better.

Six Per Cent

Irrigation bonds pay six per cent interest—a higher rate than can now be obtained on any large class of bonds based on equal security.

The reason is this: Irrigation projects are profitable. There are few undertakings where such amounts of money can be used to equal advantage.

The demand for irrigated land is now overwhelming. And there is great demand for money that will help to supply it. So the bonds pay this liberal rate.

Carefully Guarded

The projects which we finance are carefully guarded. Our own engineers and attorneys pass on every feature. An officer of our Company, residing in the West, keeps constantly in touch with every project until the whole work is completed.

We have our pick of these projects, because we are known as the leading dealers in Irrigation bonds. The projects we finance are always well located.

In the past 15 years we have sold 71 separate issues of Reclamation bonds—Drainage and Irrigation—without a dollar of loss to any investor.

The Security

Irrigation bonds are secured by farm liens, given by individual owners in payment for water rights.

These liens are conservative—more so than the usual farm mortgage. They are often for less than one-fourth the land's value.

The first crop from the land is frequently sufficient to pay the whole lien—often by several times over.

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Some of these bonds are municipal obligations, issued, like School bonds, by organized districts. Such bonds are tax liens on all the real property in the district.

Some of these bonds are issued subject to the provisions of the Federal law known as the "Carey Act."

The security in all our projects is

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Irrigation bonds are issued in series, usually payable all the way from two to twelve years. One may make long-time or short-time investments. Every bond paid off increases the security back of the rest.

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Jasper's Hints to Money-makers.

(Continued from page 500.)

country were entitled to a square deal. He rebuked the disposition in some places to do them injustice, and said:

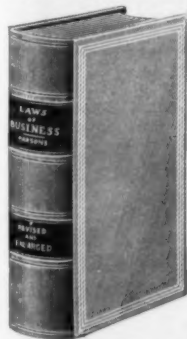
The truth is we want to encourage our railroads. After you have done injustice to the point where you don't get the proper accommodations and where you drive the railroads into a system of economy that does not build up your country, you finally begin to realize that the only good policy as well as the only honest policy is a square deal to the railroads so as to give them the rates they ought to have and not to allow popular prejudice to deprive them of reasonable profit on their investment, including the risk that they made when they went into the business.

This is plain, substantial common

sense, and the President delivered himself of it in the State which, perhaps more than any other excepting Oklahoma, has harassed, annoyed and perplexed the railroads by the most reckless, unreasonable and drastic legislation. Yet Texas is the greatest State in the Union in area, and, I believe, ultimately will prove that it is the greatest of all in its natural resources, which eventually mean population and wealth. I speak with pride of Texas because it was my pleasure years ago to spend several weeks in journeying in a private

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The 1909 edition contains up-to-date chapters on Employers' Liability; Powers and Liabilities of Stockholders, Officers and Directors of Corporations; Food and Drug Law; New Trade Mark Law; Bailments; New (1909) Copyright Law, etc. Also a full Glossary of Law Terms.

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car from one end of the State to the other. Its boundless wealth, its inexhaustible resources, its millions of acres of tillable soil which the plow has never touched, as well as the splendid hospitality of its law-abiding, enterprising and industrious citizenship, made a profound and lasting impression upon me. Of late I observe in some of the best newspapers of that State, and in the sentiments expressed by many of its bankers and business men, a disposition to revolt against the radicalism which demagogic leaders have forced upon the people, and to appeal to a more judicial, conservative and squarer frame of mind. The admonition of President Taft was, therefore, as impressive as it was timely.

Whether we have good times or bad times depends largely upon the people themselves, just as the question of good or bad habits is purely a personal one. Many a man with best intentions is so influenced by his environment that he is led to break his good resolutions and to fall, and it is the misfortune of what we call "the common people" that they are so easily misled by smooth-tongued and silver-voiced demagogues, endowed, for some occult reason by an overruling Providence, with the fatal gift of gab. A few such demagogues let loose on any community will always be sure of a large and enthusiastic following for a time. But they always have their day. Their leadership is usually of brief duration, and the lesson to the people is always costly and severe.

The analogy applies to the stock market. Daring speculators who are able to secure the necessary financial backing wrest the leadership from the conservative element, carry prices higher than they should be and then either unload on their enthusiastic followers or invite the penalties of a panic. My readers who have followed the course of the stock market for the past half dozen years will appreciate the truth of what I say. They will justify me in repeating the admonition not to be in a hurry to get into the market while prices are high, but to wait for the bargains which are always offered when there are more sellers than buyers.

A number of the prominent leaders on the bull side are strongly inclined to set aside the fear of tight money and gold exports and to push for a holiday bull movement. They justify this course by the indisputable evidences of widespread prosperity. They believe that the increased dividends recently declared will be followed by further increases in the near future, and that the high prices the farmers are receiving for their products will add so largely to the material wealth of the country that 1910 will usher in an era of decided prosperity. They admit that the recovery in the stock market from the panic prices of two years ago has been wonderfully rapid, but they will not admit that it has as yet discounted the full return of prosperity. Conservative financiers do not fully agree with this conclusion, but there is a general belief that investors can with safety begin to accumulate stocks even at the present level, if they can on succeeding reactions continue purchasing, and thus even up the average cost of what they buy. The heavy expenditures contemplated by the railroads for rails, cars, locomotives and equipments generally will strengthen the shares of equipment corporations. My readers would do well to retain their securities, especially those that show a loss, with an expectation that they will show a profit in the next advance.

L. N. Y.: I do not advise the purchase of the stock of the United Wireless. The capital is excessive and the business highly competitive.

H. New York: Vulcan Detinning pref. is not especially attractive from an investment standpoint. I had rather have American Chicel pref., the common stock ahead of which pays 18 per cent. annually. Chicel pays 6 per cent. and is selling around 105. The issue is small.

S. Buffalo, N. Y.: 1. New York Air Brake is increasing its business and recently has received some large orders. A resumption of dividends in the near future is generally expected. All the car equipment stocks are more favorably regarded. 2. Chicago Great Western runs through a good territory and the work on its improvements, it is expected, will be completed early next year. I do not regard the stock as attractive as some others. Seaboard second pref. for instance. 3. From present indications Westinghouse com. and C. C. C. and St. L. will both be in the dividend class next year.

D. Cincinnati, O.: 1. I do not advise the purchase of the stock of the Big Seabee Oil Co. of California or any cheap speculative oil stock. The experience of the public with speculative oil companies has been very disappointing. 2. All the wireless companies are too highly capitalized. They have no monopoly and the stocks are not in the investment class. 3. I don't know what has become of the American Fruit and Steamship Company.

(Continued on page 503)

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I have customers, not a few, but many, who have smoked my Panatelas continuously for seven years, or since their introduction.

That seems to prove that my Panatela "wears well," that it is not too heavy or strong for continuous smoking; that the tobacco is not drugged or doctored; that the quality is uniform year in and year out.

My Panatela has a filler of clear, clean, long Havana leaf, grown in Cuba—and nothing else. This I guarantee, and will prove to any one on request. (I emphasize "grown in Cuba" because poetic or other license seems to allow tobacco grown in the United States from Havana seed to be labeled "Havana.") The wrapper of my Panatela is genuine Sumatra, and the cigars are hand-made throughout by expert men cigar-makers.

My way of selling cigars gives my customers cigars at wholesale prices—about half what equal quality costs in retail cigar stores. Incidentally, it is chiefly because my customers are continually sending in repeat orders of their own accord, that I am able to give and continue giving the cigar values that I do. These repeat orders cost me nothing and keep down selling costs—and selling costs are a big item in the cigar business, when done in the usual way.

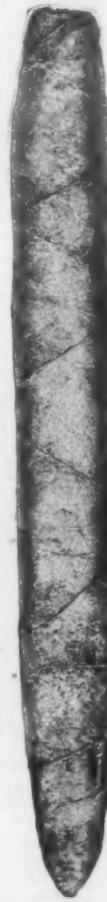
MY OFFER IS:—I will, upon request, send fifty Shivers' Panatela Cigars on approval to a reader of Leslie's Weekly, express prepaid. He may smoke ten cigars and return the remaining forty at my expense if he is not pleased with them; if he is pleased, and keeps them, he agrees to remit the price, \$2.50, within ten days.

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Tearing through Space in Pursuit of the Vanderbilt Cup.



HENRY F. GRANT,

Winner of the 1909 Vanderbilt Cup Race on Long Island, making the last lap in his sixty-horse-power Alco car. The Vanderbilt Cup Race, which is held annually on Long Island, is one of the blue ribbon automobile events of the year. The course was thronged by thousands of spectators and the race was marked by an absence of serious accidents and fatalities. The winner averaged sixty-three miles an hour and the fastest lap (9:57) was made by Chevrolet in his thirty-horse-power Buick, who drove at the rate of seventy-six miles an hour.



F. H. PARKER,

In his forty-five-horse-power Fiat, taking a sharp turn in course just before finishing second. The course was thronged by thousands of spectators and the race was marked by an absence of serious accidents and fatalities. The winner averaged sixty-three miles an hour and the fastest lap (9:57) was made by Chevrolet in his thirty-horse-power Buick, who drove at the rate of seventy-six miles an hour.

Photographs by H. D. Blauvelt.

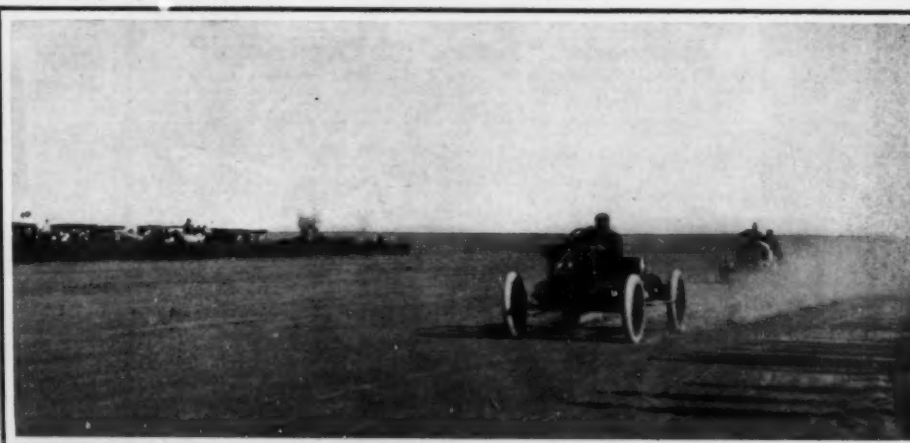
Plays and Players upon the 1909 Gridiron.

L. A. HEQUEMBOURG,
Captain Union University football team.WALTER CAMP,
Yale athletic adviser, coaching Steve Philbin, Yale half-back, before a field scrimmage.—Sedgwick.PAT PAGE,
Captain of the University of Chicago eleven.YALE'S FOOTBALL EXECUTIVE STAFF FOR 1909.
Left to right: Wheaton, back field coach; Howard Jones, head coach; Ted Coy, captain; and John Mack, trainer.—Sedgwick.EDWARD P. GLOVER,
Captain of the Hamilton team.OPEN PLAY.
A splendid example of a feature of the game most popular with the spectators.
Blauvelt.CAPTAIN TOBIN OF
DARTMOUTH.
Boston Photo News Co.THE MUCH-DISCUSSED MASS PLAY.
It was to eliminate these terrific clashes that the new open departures of the game were designed.—Blauvelt.

Striking Features at the Annual New York Horse Show in Madison Square Garden.

JUDGING SOME OF THE FINEST HORSEFLESH THIS COUNTRY HAS
PRODUCED.PREPARING THE HUNTERS FOR THE STEEPLECHASE TEST IN FRONT OF THE JUDGES'
STAND.

Photographs by Blauvelt.

FAMOUS MEETING IN THE SPORTING WORLD.
The recent conference between James Jeffries and Jack Johnson, to sign an agreement to battle for the world's heavyweight championship in July. From left to right: 1. Jack Johnson; 2. Mr. Little, Johnson's manager; 3. James Jeffries; 4. Sam Berger, Jeffries's trainer.—Copyright by F. J. Parret.A SENSATIONAL AUTOMOBILE RACE IN TEXAS.
Byars with a Maxwell, Model D, finishing first in the five-mile race, the last mile of which was cleared in fifty-eight seconds. This magnificent track is one of the features of Amarillo, Texas.
C. A. Murray.

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of 34 Fabrics
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Latest Styles
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The Clement Fall Style Book shows the cleverest clothes made in America. We want to send it to you free. Also 34 samples of cloth. Also a tape-line with simple instructions for taking your measurements.

Learn how easy it is to order clothes direct from the maker, saving all middleman's profits. See what a wide choice you get in this way—what stunning metropolitan styles. And see what you save—at least one-third under any dealer's prices.

We sell any suit or overcoat on credit at just the same price as for cash. No other concern will do this. You may have six months to pay—no interest, no security. You don't need to pay for a whole season's clothes in advance.

We send the garments on approval, guaranteeing style, fit, workmanship and price. If not satisfactory, in every way the transaction will not cost you a penny.

Every fabric we use is all wool. Every style is up to the moment in fashion. Every garment is made by journeyman tailors in the best manner known to the craft.

Thousands of the best-dressed men in America are buying Clement clothes. They are getting three suits for the usual price of two. And they pay as convenient—a little each month. Please send for our Style Book and samples and see if you don't want to join them. Simply give us your name and address. Cut out this ad as a reminder, so you won't forget.

THE CLEMENT CO.

497 Franklin Street CHICAGO, ILL.

Where They Differ.

Her—"When a man starts to talk he never stops to think."

Him—"And when a woman starts she never thinks to stop."

Chance for Ananias II.

If some bright genius only would
Invent a brand-new story
For married men who stay out late,
He'd pave his way to glory.

Careful Doctor

PRESCRIBED CHANGE OF FOOD INSTEAD OF DRUGS.

It takes considerable courage for a doctor to deliberately prescribe only food for a despairing patient, instead of resorting to the usual list of medicines.

There are some truly scientific physicians among the present generation who recognize and treat conditions as they are and should be treated regardless of the value to their pockets. Here's an instance:

"Four years ago I was taken with severe gastritis and nothing would stay on my stomach, so that I was on the verge of starvation.

"I heard of a doctor who had a summer cottage near me—a specialist from New York—and, as a last hope, sent for him.

"After he examined me carefully he advised me to try a small quantity of Grape-Nuts at first, then, as my stomach became stronger, to eat more.

"I kept at it and gradually got so I could eat and digest three teaspoonfuls. Then I began to have color in my face, memory became clear, where before everything seemed a blank. My limbs got stronger and I could walk. So I steadily recovered.

"Now, after a year on Grape-Nuts, I weigh 153 pounds. My people were surprised at the way I grew fleshy and strong on this food."

Read the little book, "The Road to Wellville," in packages.

"There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Song of the Aeroplane

RACE the eagle to his crag,
My pinions brush the sky,
My course is set toward the stars,
A man-made bird am I.
My bamboo frame is light and strong,
My planes are white as snow,
My motor sings a merry song,
As up and up I go.

Uncharted whirlpools of the air
In vain my way menace;
A master hand is guiding me
Across the arc of space.
I dip and dance, and gleam and glance,
Above the clouds I rise,
To vanish in the distant blue,
The conqueror of the skies.

MINNA IRVING.

Jasper's Hints to Money-makers.

(Continued from page 501.)

M., Port Washington, Wis.: They are not members of the New York Stock Exchange.

P., Dedham, Mass.: I do not advise the purchase of the Brooklyn Arizona Gold Co.'s stock.

F. C. J., Hudson, N. Y.: I would not sell Virginia Iron, Coal and Coke or Duluth South Shore and Atlantic pref. All evidences point to a decided improvement in business in the new year and higher prices in the stock market.

O. S., Nashville, Tenn.: You can get a daily market letter without charge if you will write to J. Frank Howell, member Consolidated Stock Exchange of New York at 34 New Street, New York, and mention LESLIE'S WEEKLY.

A., Brooklyn, N. Y.: I would not sell my Havana Tobacco com. It is an auxiliary of the American Tobacco Co., one of the most prosperous of our industrial, and will have its turn, in due time. 2. I am unable to advise about Amer. Pneu. Service.

P., Carbondale, Pa.: Archbold Douglass is the receiver of Ralph A. Belknap, of 66 Wall Street. The business is being liquidated and was discontinued last May. You are entitled as one of the creditors to any particulars the receiver can give. Write him.

S. St., New York: If the semi-official statement of earnings of over 6 per cent. on the stock during the current year are justified, ice is one of the cheapest of the speculative industrials. It would be better to provide abundant working capital and defer dividend payments till next year.

E., Indianapolis, Ind.: 1. The passage of a subsidy bill would be helpful to both Int. Mer. Marine and Pacific Mail. 2. The prolonged activity and accumulation of Wabash pref. indicates that strong parties are seeking control. Their plans have not been developed. 3. I would not care to guess.

L., Washington, D. C.: 1. The monetary stringency is not over. Much depends upon conditions abroad. 2. New York Central pays 5 per cent. and there is talk of increasing the dividend. 3. Northwestern is in the investment class which accounts for its high price, but I do not regard it as prohibitory. 4. The bonds of the Canadian branch of the American Locomotive Co. are well secured. 5. Better wait.

H., Denver, Col.: 1. I believe it would be safe to begin to buy in small lots at present, reserving sufficient funds to continue the buying if the market declines. Nothing seems to stand in the way of a bull movement next year and then you can take your profit. 2. John Muir & Co. members New York Stock Exchange, 71 Broadway, New York, will send you their "Odd Lot Circular B" if you will write them for it.

Inquirer, San Francisco, Cal.: Some of the largest and strongest banking and brokerage houses make a specialty of sending out carefully edited letters of advice to their customers. J. S. Bache & Co., 42 Broadway, New York, send out a "Weekly Financial Review" which, because of its conservatism, is widely read by bankers and investors. Any of my readers can receive a copy regularly if they will write to Bache & Co. for it and mention Jasper.

D., New York: 1. Chicago and Alton, both pref. and com., pay 4 per cent. The pref. is 4 per cent. non-cumulative. It is the better investment, and the common the better speculation. There are comparatively few transactions in the pref., and quotations are only made in recording sales. 2. If the wave of prosperity, generally expected, sweeps over the country next year, M. K. and T. will give you a better profit later on. 3. The Staats Zeitung might get them for you. 4. No.

Beginner, Cleveland, O.: 1. If you want to open an account in Wall Street, simply send your check to a broker and ask him to put it to your credit. He will pay you interest until you use the money to buy something, and he will usually advise regarding any stock in which you may be interested. 2. J. F. Pierson, Jr., & Co., members N. Y. Stock Exchange, 66 Broadway, New York, deal in small lots on margins. Write to the firm for its "Circular A-22" referring to fractional lots.

Widow, St. Paul, Minn.: 1. I would not advise you to buy any of the speculative stocks. 2. This is a good time to buy investment securities, and especially bonds that have been sluggish of late. 3. The Toledo St. Louis and Western 4s, around 82, look as cheap as any. 4. Write to Spencer

Trask & Co., investment bankers, William and Pine Sts., New York, for their "Circular No. 55," describing nearly 100 issues of railroad and industrial stocks listed on the exchange. Ask them also for their latest Investment Bond List.

K., Stratford, N. Y.: 1. The offer of the 7 per cent. pref. stock of the U. S. Light and Heating Co., with a bonus of 50 per cent. in common stock, is probably made because of the need of capital for the rapid growth of the business, and this can most easily be obtained by selling stock at a liberal figure. The price of the stock, par value \$10, has been increased from \$9 to \$9½. I call attention to it, not as an investment (for otherwise it would sell much higher), but as a much better speculation than most industrial stocks not paying dividends and selling higher. The fact that the presidents of a number of leading railroads are identified with the company and that its lighting apparatus is already on fifty railroads, shows that it is a growing business. Walston H. Brown & Bros., members of the New York Stock Exchange, 45 Wall Street, New York, who have been offering the stock, tell me that the descriptions are large. 2. The latest quotations of Standard Oil are about \$705. It is paying 40 per cent. in dividends annually and earning twice that amount. I regard it as the best investment among the industrials, as there are no bonds ahead of it, the capitalization is small, and the management strong.

6 per cent., Philadelphia, Pa.: Various offers of 6 per cent. securities are made. It would not be difficult for any investor to investigate them and make his own selection. Irrigation bonds are coming more and more into favor and you can be fully advised regarding them if you will write to Trowbridge & Niver Co., First National Bank Building, Chicago, or 50 Congress Street, Boston, for a copy of their new bond book, "The World's Greatest Industry." Mention Jasper in writing. Swartwout & Appenzeller, members New York Stock Exchange, at 44 Pine Street, New York, are offering a 6 per cent. bond with a 50 per cent. stock bonus and will send you a circular of information on application. The Trust Securities Co., Land Title Building, Philadelphia, Pa., or 1 Wall Street, New York, are offering their 6 per cent. secured investments on central business property in denominations of \$100 and upward. Write them for their "Special offering No. 504." The New York Central Realty Co., Suite 1180, 1328 Broadway, New York, are offering 6 per cent. securities based on New York real estate. Write for their booklet, "The Hattiesburg Trust and Banking Co., Hattiesburg, Miss., pays 6 per cent., and you can have particulars by writing to that company for its 'Booklet L.'"

"Spec." Buffalo, N. Y.: A man with a small amount of money who wants to take a chance in speculation, with a possibility of making a handsome profit, can often do a great deal better by buying into some promising and prosperous industrial corporation than by putting his money into the low-priced stocks on Wall Street, which have little prospect of dividends, and which, as a rule, sell for a good deal more than they are worth. The men in Boston who bought Gillette razor stock at from 50 cents to \$2.00 a share and can now sell it at \$200 a share, enjoy a handsome profit. Those who bought American Chiclet, the chewing gum trust stock, when I recommended it around \$70, can now get \$230 a share for it. Of course, if one could know in advance the companies which are destined to succeed he could make any amount of money with no risk. Those who take the risk in a well-established money-making business, as a rule, do much better in the end than those who plunge into mining schemes or into Wall Street, buying stocks that will never yield returns. The proposition offered by the Hon. Lewis Nixon, the famous naval constructor, who is at the head of a large marine engine building company, of stock in his enterprise, in which men of great prominence are directors, is worth inquiring into. Mr. Nixon's company has closed important contracts with the U. S., the Russian, the Japanese and other navies, and with the rising tide of prosperity its earnings ought to forge rapidly ahead. He invites my readers to write to him for particulars. You can address Hon. Lewis Nixon, 66 West 35th Street, New York, and mention Jasper.

NEW YORK, November 11, 1909. JASPER.

The New New York.

A FASCINATING volume, in every way worthy of its interesting subject—that is Professor John C. Van Dyke's and Joseph Pennell's "New New York." (The Macmillan Company, New York. Price, \$3.50, net.) It is a series of pictures, both in text and illustration, of the city of to-day. Professor Van Dyke knows the city backward and forward, up and down. His pages are the informal talk of an immensely clever and amusing man, full of allusions to the things every resident of New York and every visitor wants to know. Mr. Pennell's pictures are beyond praise. There are one hundred and twenty-four drawings, twenty-six of them in color. They are a remarkable interpretation of the life and the architecture of the city.



A GREAT TREASON TRIAL OF HALF A CENTURY AGO.

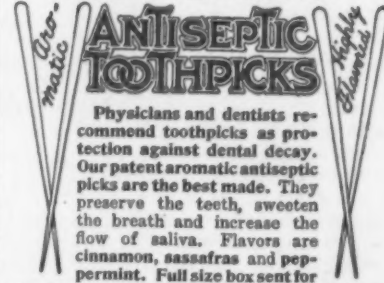
On November 8th, 1859, Captain John E. Cook, first officer under John Brown in the famous Harper's Ferry insurrection, was tried at Charlestown, Va. He pleaded guilty and his confession, occupying twenty-five pages of foolscap, implicated Dr. Howe and Frederick Douglass. The jury on the following day found him guilty of murder and insurrection. His counsel was unable to gain him a new trial and he was sentenced to be hanged on December 16th. On the night of November 8th the jury was quartered as above at Gibson's Hotel, Redmond, Va.

(Reproduced from Leslie's Weekly, November 19th, 1859, and copyrighted.)

Use BROWN'S Camphorated Saponaceous DENTIFRICE for the TEETH. DELICIOUS. 25 cents per jar. Mothers will find Mrs. Winslow's Soothing Syrup the best remedy for their children. 25c. a bottle.

In answering advertisements please mention "LESLIE'S WEEKLY."

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Physicians and dentists recommend toothpicks as protection against dental decay. Our patent aromatic antiseptic picks are the best made. They preserve the teeth, sweeten the breath and increase the flow of saliva. Flavors are cinnamon, sassafras and peppermint. Full size box sent for 15c. postage and coupon below. We are the largest manufacturers of toothpicks in the country.

CUTTER TOWER CO., 184 Summer St., Boston, Mass.

Correspondence invited with dealers, hotel men, dentists and physicians. We want dealers and agents everywhere. Agents are making from \$3 to \$10 a day.

CUTTER TOWER CO., 184 Summer St., Boston, Mass. Enclosed find 15c. for which please send me one box of 300 Aromatic Antiseptic Toothpicks. My grocer's name is. My druggist's name is. Your truly (Name) (Address)

Keep Your Walls Clean by using CAPITAL RADIATOR SHIELDS on your Steam and Hot Water Radiators. ORNAMENTAL, NEAT and DURABLE. The only practical shield on the market. Send for Circular and Price-list. Manufactured only by WM. FOSTER & SONS CO. Address Box 31. Springfield, Illinois, U. S. A. Manufacturers of Metal Ceilings, Etc.



The Tragedy of the Worn-Out Office Stool

Old — Worn — out — Thrown — out. Likewise the man whom IT wore out.

Here you see it—the silent story of day in and day out routine, worry and grind-of the job that became a rail.

Be the master of your calling—don't let it master you. No matter how old you are, where you live, what you do or how little you earn, the International Correspondence Schools of Scranton have a way by which you can win Promotion and Independence.

This is not fancy; it is fact, supported by thousands of letters received from once poorly-paid men who have made their mark through I. C. S. help. On an average, 300 students every month report advancement. During August the number was 367. To learn how you can achieve similar success, mark the coupon attached.

No Books to Buy

An I. C. S. training means there are no books to buy—no leaving home or giving up work. The I. C. S. goes to you in your spare time, and fits its way to meet your particular case.

Mark the coupon so that the I. C. S. may make it all clear—that it may convince you there is a way for you to succeed in life. No charge or obligation is incurred in marking the coupon.

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Please explain, without further obligation on my part, how I can qualify for the position before which I have marked X.

Bookkeeper	Mechan's Draftsman
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Designer & Craftsman	Build'g Contractor
Civil Service	Architect
Chemist	Mechan. Engineer
Textile Mill Supt.	Banking
Electrician	Mining Engineer
Elec. Engineer	

Name _____
Street and No. _____
City _____ State _____

The Milling Center of the World.

(Continued from page 486.)
and you want it cheap. If the price goes beyond the ordinary, there is a howl of indignation from your press; millers are denounced as robbers and threats are made against an imaginary "flour trust." There is not, nor has there ever been, a flour trust.

The group of mills in Minneapolis is composed of independent concerns fighting against each other and the outside milling world for the trade. Besides this group there are scores of large, well-equipped mills throughout Minnesota competing for the business of supplying flour. Finally, outside the borders of the Northwest, there are at least three thousand flour mills, large, active, well situated, adequately outfitted and managed by competent men, eager to get business and fighting tooth and nail for it.

Throughout the whole industry there does not exist a combination, an agreement as to prices or even "a gentleman's understanding" which can affect the cost to the consumer a single penny on the barrel.

You cannot lay the blame for high prices of bread on the miller nor yet on the baker. Its cause is in the diminishing supply of raw material, due to farmers reverting to other forms of agriculture than wheat raising.

If you bread eaters want the millers of Minneapolis, the millers of the whole country, indeed, to feed you good bread at a low cost, they can do it. There is enough wheat in sight to keep the country supplied for at least another generation or so, if you would but stretch out your hand and take it.

If you want cheap bread you must take the fetters off of the millers' hands. You in the East must do it, because in the West the farmers dominate politics and they are not particularly anxious that you should be well and cheaply fed so long as they get a profit on their product. You must force them "either to fish or cut bait," either to raise more wheat themselves or to let the miller have access to wheat fields across the border, without tax or duty or handicap.

The solution of the problem—far more important to the bread eater than the miller—lies in giving wheat free entry into this country. Just across the line, in the Canadian Northwest, lie the great wheat fields not only of the future, but also of the present. These fields are almost unlimited and of inexhaustible fertility. They are especially designed for the growing of the finest qualities of wheat. More wheat will be grown in this district every year, and we need it here—you need it in the East.

What stands in the way of grinding this wheat in this country and eating its splendid product in the form of the finest and cheapest bread the world has ever known? A prohibitory duty, which

draws a line across the Northwest and absolutely forbids a bushel of this magnificent wheat from crossing the border and entering into consumption where it is needed.

Who stands in the way of a repeal of this absurd and unnecessary duty, the removal of which would insure cheap food for your hungry millions for generations to come? Some peanut-politicians in the House and Senate, who fear the farmer vote and checkmate any attempt to remove the duty or to enable the millers to grind this splendid and ample crop.

This, then, is your problem, you people of the East, who have nothing to do with agriculture and simply go about your daily tasks in fine, but mistaken, confidence that somehow the West will find food for you and sell it to you cheap. Give the West a free hand, emancipate it from the control of the short-sighted statesmen who block the way of progress; let us get the product of these vast Canadian fields, free, untrammelled and unhandicapped, and we will deliver the goods, the best on earth and at the lowest prices possible.

Give us our raw material free and we will give you cheap bread.

William C. Edger

Taft's Smile Wins the West.

(Continued from page 489.)
twelve hundred feet into the Leonard mine at Butte, against the advice of his followers, and almost discharged Captain Butt from the army without benefit of a court-martial because that careful officer refused to allow him to ride down into the yawning pit of the Grand Canyon on the deck of a little mountain mule. On that occasion the President declared he was going to make the journey, anyway. He didn't care a rap whether or not the mule he rode was likely to pitch him off a mile-high cliff. He dressed himself in his golf trousers and leather puttees and started for the edge of the earth's biggest ditch, with his anxious followers trailing behind him in tearful procession. Finally John Hays Hammond, Captain Butt and Postmaster-General Hitchcock, joining forces, headed him off and managed to substitute a stage wagon for the willing but unsafe four-footer. Just to show how he felt about the thing, the President walked to the edge of the canyon, and when his followers warned him against trusting his weight to a certain board, spanning a dizzy drop into space, he tramped right over that board, exclaiming as he did so, "Oh, I'm tired of the way you fellows talk!"

As other examples of the President's nerve, even if not where his physical

safety was threatened, might be cited the speeches he delivered in various parts of the country, particularly the East, when he knew that the subject matter was displeasing to his audiences. At Winona, Minn., he faced an angry mob of men, bitter at him for signing the tariff bill and even more angry at him because he came as the champion of Tawney, the congressman they had sworn to down. He looked squarely into the eyes of other antagonistic audiences during his trip, and more than once declared, "I know that you do not agree with me, but you're going to hear what I have to say." And he then proceeded to say what he had in mind.

The Twin Cities of Minnesota.

(Continued from page 491.)
more diversified endeavors and better intelligence in farm operations have borne an increasingly profitable fruit year by year. In no part of the country are the farmers as a class more profitably employing their labors than in Minnesota's eighty-four thousand square miles of territory, and this prosperity is directly reflected in the excellent tone of all business operations. The Northwest has large areas of exceedingly fertile land not yet turned to the plow. These tracts are year by year being brought more and more under cultivation, increasing the resources of the Northwestern country and the farm output and consequent business. These conditions have aided the large cities as well as the smaller towns of Minnesota and the Northwest, and none have enjoyed a greater degree of the resulting prosperity than St. Paul and Minneapolis.

The Twin Cities are paying much attention to the re-establishment of traffic upon the Mississippi, which will result in vast benefits in which their share will be large. Throughout the territory served by fifty-five thousand miles of radiating railway lines conditions are good and a solid and enduring prosperity manifests itself. The satisfactory conditions prevailing through their entire tributary territory, the increasing settlement of the land, the increasing value of farm land and increasing productiveness of the soil and the profits therefrom are sure guarantees that the excellent business conditions which have so largely contributed to the recent growth of these cities will continue and will aid in a coming era of expansion and prosperity greater than anything the past has seen.

Recent Deaths of Noted Persons.

THEODORE B. GIBBS, "Father of the House," New Jersey State assembly, at Clementon, N. J., October 27th, aged 71.

Pierce N. Welch, president First National Bank of New Haven, Conn., prominent corporation director, donor to Yale, at Berlin, Germany, October 27th, aged 68.

Mrs. James Henry Hackett, wife of the late actor, mother of James K., well-known actress, at New York, October 27th.

Benjamin H. Kidder, medical director of United States navy, Civil War veteran, retired as rear-admiral, at Edgartown, Mass., October 27th.

Colonel Theodore A. Dodge, noted military historian, Civil War veteran, globe trotter, at Paris, France, October 26th, aged 67.

Emmanuel Einstein, prominent Jewish manufacturer, philanthropist, at New York, October 26th, aged 55.

John R. Van Wormer, general manager Lincoln Safe Deposit Company since its founding in 1881, an apt student of politics, former newspaper man, orator, noted clubman, at New York, October 28th, aged 61.

Andrew B. Paddock, for many years business manager of New York Sun, at Rock Ledge, N. Y., October 28th, aged 51.

General Oliver Otis Howard, U. S. A., Civil War veteran, a founder of Howard University, Indian fighter, decorated abroad, Legion of Honor, etc., noted lecturer, at Burlington, Vt., October 26th, aged 79.

GREAT BEAR SPRING WATER.
"Its purity has made it famous."
For home and office.

Two Kinds of People

Buy and Eat

Atwood Grape Fruit

First, those who want the most delicious grape fruit they ever tasted, the thin-skinned kind that is filled with luscious juice and has the genuine grape fruit flavor; the kind that has resulted from years of experimenting and the outlay of hundreds of thousands of dollars; the kind that a prominent physician of New Haven prescribes for all his patients, telling them to "be sure to get the ATWOOD, for other grape fruit to the ATWOOD is as cider apples to pippins;"

Second, those who would increase their energy, clear their complexion, brighten their eyes, renew their youth, and rid themselves of rheumatism or gout. These eat Atwood Grape Fruit morning and evening.

The Bureau of Chemistry of the Department of Agriculture at Washington, in speaking of citric acid as found in grape fruit, says:

"It combines with certain bases and the resulting combinations in turn are transformed into carbonates, thus rendering an unduly acid urine alkaline."

All genuine Atwood Grape Fruit has the Atwood trade-mark on the wrapper, and may be purchased from high-class dealers by the box or dozen. Price per standard box, containing 54 or 64 or 80, Five Dollars.



Buy it by the box—it will keep for weeks.

THE ATWOOD GRAPE FRUIT CO.
KIMBALL C. ATWOOD
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LAND

A magazine that tells you how to make money in Real Estate.

is filled with facts about the money that is being made in New York suburban land. It tells how you—no matter where you live—can profit by putting your savings in this imperishable security. We have customers in all parts of the world. Our \$5 and \$10 monthly payment plan is helping thousands. To earnest, thrifty men and women who wish to save, invest and get ahead, we will send this magazine free for six months. Send us your name and address to-day. A postal card will do.

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This Lucie Battenberg of exquisite and exclusive imported design is making Agents rich—because it delights every woman. Big, new catalogue No. 4, and samples free explaining liberal credit plan and exclusive agency. Best selling line in America. Agents giving up all other lines and handling ours exclusively, with big profit. Our big lead-ers, waist and dress patterns, petticoats, shawls, scarfs, infant's and children's wear, rawwork, dress goods.

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DO YOU WANT post cards sent you from all over the world? Send 10 cents. PEERLESS POST CARD LEAGUE, 77 E. 104 St., New York.

To Let White Women Vote.

THE PEOPLE of Ginter Park, the most fashionable and wealthiest suburb of Richmond, Va., have formally extended the suffrage to women.

At a recent meeting of the Citizens' Association, the governing body of the suburb, a constitution and by-laws were adopted, one provision of which is that "all males and females, white and over twenty-one years of age, owning property and living in Ginter Park and subscribing to the constitution and by-laws, have a right to vote."

The Richmond suburb is the first community in the South to take this step.

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Etiquette in China.

THE Chinese code of etiquette is most elaborate. It is a constant source of trouble to travelers, who, if they but transgress the slightest rule, are put beyond the pale of social intercourse. There is one thing in China that is especially hard to bear with complacency. That is the Chinese stare. The aimless, imbecile look that meets one at every turn annoys sensitive people; but to become annoyed only adds to the discomfort. On board Chinese ships, washing or dressing is especially an opportunity for the stare. At meals, members of the crew hardly ever take their eyes off the passengers, and seem to be looking down their throats at every mouthful; but if you asked them what they were looking at, they would be at a loss for an answer. To the ordinary Chinaman, privacy is an unknown thing. Everything that can be done in full view of the public is so carried on, and, instead of feeling embarrassed by the situation, the Chinaman seems to be enjoying the curious gaze of the multitude. It is most improper to take off your hat when you enter a room. If you wear glasses, no matter how short-sighted you may be, they must be removed—even at the risk of your falling over the furniture. You must not stand at ease in the presence of dignitaries, but at attention, nor sit down until permitted. The correct thing to do is to shake hands with yourself, and, if you wish to be very polite, raise them to your forehead and kowtow. Tea is not to be taken until the host wishes you to leave, when he merely touches the rim of his cup, then you take a sip and depart. At table even the smallest article must be handled with two hands. One, is exceedingly rude, because if a thing is worth doing at all, it is worth doing well, etc.



Special Prizes for Photos.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. We offer a prize of \$5 for the best amateur photograph received by us in each weekly contest; a second prize of \$3 for the picture next in merit, and a prize of \$2 for the one which is third in point of excellence, the competition to be based on the originality of the subject and the perfection of the photograph. In addition to the weekly contests there are special contests open for Decoration Day, Easter, Fourth of July, Thanksgiving Day and Christmas, for which a prize of \$10 is offered for the best picture. Preference will be given to unique and original work and to that which bears a special relation to news events. We invite all amateurs to enter this contest. A contestant may submit any number of photographs at one time. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for their return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and \$1 will be paid for each photograph we may use. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing except the name and address of the sender should appear on the back of the photograph, except when letter postage is paid, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the makers. Use paper with glossy finish if possible. Photographs entered are not always used. They are subject to return if they are ultimately found unavailable in making up the photographic contest. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners. The contest is open to all readers of LESLIE'S WEEKLY, whether subscribers or not. All photographs accepted and paid for by LESLIE'S WEEKLY become its property and therefore will not be returned.

The above competitions are open freely to all who may desire to compete, without charge or consideration of any kind. Prospective contestants need not be subscribers for the publication in order to be entitled to compete for the prizes offered.

N. B.—All communications should be specifically addressed to "Leslie's Weekly, 325 Fifth Avenue, New York." When the address is not fully given, communications sometimes go to "Leslie's Magazine" or other publications having no connection with LESLIE'S WEEKLY.

NOTE TO PHOTOGRAPHERS.

The value of the photographs which many of our correspondents send us is greatly impaired by their failure to provide adequate captions. Every print submitted should have written on the back, legibly, but lightly, in lead pencil, besides the name and address of the photographer, a full descriptive caption telling briefly just what that particular picture represents. For example, a photograph of a street swept by a fire, or a cyclone, should bear a description identifying the buildings shown, giving the name of the street, and indicating any particularly noteworthy feature of the scene. Do not be afraid of making your captions too full. We can condense them. The name of the party to whom payment for the photograph must be made should always be plainly indicated on back of photograph.



Proved by the Proprietor.

Stranger (in a strange restaurant)—
"Say, waiter, I can't eat this stuff. Take it back and bring me something decent."

Waiter—"Sorry, but that's the best we can do."

Stranger—"It is, eh? Well, I'll show you. Where's the proprietor?"

Waiter—"Gone out to lunch."



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